

# ***International Activities Report 2011***



*Prepared by the Government and Public Affairs -  
International Relations Section (IRO)*

## **Acknowledgments**

The Government and Public Affairs (GPA) - International Relations Section (IRO) would like to thank the numerous people that made this report possible. Contributions from TxDOT, relevant agencies beyond TxDOT: the United States Department of Transportation (USDOT), the Federal Highway Administration (FHWA), the United States Department of State (USDOS), the Texas Secretary of State (SOS), the United States Customs and Border Patrol (CBP), the Department of Homeland Security and the United States-Mexico Joint Working Committee (JWC) as well as our many international visitors and contacts who are truly at the core of this report. It is our expectation that this report reflects adequately the volume, breadth and scope of their contributions to the international activities of TxDOT.



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## **Executive Summary**

This report reflects the Texas Department of Transportation's (TxDOT) international activities for the 2010 and 2011 calendar years. TxDOT has continued to work to support infrastructure that facilitates international trade movement. In addition, the North American Free Trade Agreement (NAFTA) continues to increase the number of TxDOT's bi-national and multi-national connections. Texas' expansive border with Mexico, one of the United States' most significant trade partners, requires focused communication and collaborative planning.

The IRO is responsible, as first contact for TxDOT, for international interests. The three border districts, El Paso, Laredo and Pharr, play critical roles in planning with Mexico. Many divisions of TxDOT receive visitors from around the world and share their expertise with them.

Ultimately, this report details each of TxDOT's divisions, districts or offices that carry out international activities of one sort or another. It further contains a list of relevant committees.

## **Structure of Report**

This report is divided into two major sections delineating the international activities in which TxDOT is involved. Section I contains detailed descriptions of the activities of each division, district and office and Section II contains information about meetings and conferences in which IRO participates.

Additional information on most of the activities included in this report can be obtained from IRO by calling (512) 416-2030 or emailing Eduardo Hagert at [Eduardo.Hagert@txdot.gov](mailto:Eduardo.Hagert@txdot.gov)

This report may also be found at

[http://www.txdot.gov/txdot\\_library/publications/international\\_relations.htm](http://www.txdot.gov/txdot_library/publications/international_relations.htm)

**SECTION I**  
**ACTIVITY SUMMARIES BY TxDOT ENTITY**

## **Texas and International Trade - Intimate Partners**

Texas continues to be the leader in the global marketplace. In 2010, for the ninth year in a row, Texas was ranked as the number one state by export revenues. Texas exports for 2010 totaled \$206.64 billion, up 26.7 percent from \$162.9 billion in 2009. The state's exports outperformed overall U.S. exports, which grew by 20.97 percent in 2010 to \$1.27 trillion.<sup>1</sup> Further, approximately 732,000 jobs or 10.8% of total employment in Texas are linked to exports.<sup>2</sup> In manufacturing, export-supported jobs account for an estimated 8.2 percent of Texas' total private sector employment. More than one-fourth (26.3%) of all manufacturing workers in Texas depend on exports for their jobs.<sup>3</sup> In addition, Foreign Direct Investment (FDI), which includes substantial investments by foreign companies in Texas accounted for close to \$120 million in 2007.<sup>4</sup> According to the 2010 U.S. Census, the population in Texas reached 25 million, a 20% increase in 10 years.<sup>5</sup> Hence today, Texas stands strongly at the vanguard of global trade and realizes the importance of the rest of the world to its economy and population.

To continue these trends, Texas should be strongly focused on further development of infrastructure and multi-modal transportation.

To support TxDOT in its planning processes and awareness of global developments, IRO has added to its focus the gathering of information regarding important trade partners, developments in transportation modes, best practices and changing global trading trends. Texas' largest export market continues to be its NAFTA trading partners, which accounted for \$91.05 billion or approximately 44 percent of total state exports during 2010. Mexico continued as the top export destination with \$72.36 billion in Texas exports. Canada ranked second with \$18.68 billion; China ranked third at \$10.25 billion; Brazil ranked fourth at \$7.19 billion; and Korea ranked fifth at \$6.44 billion.<sup>6</sup>

## **Mexico: Importance of the Border Area**

Mexico is the United States' third most important trading partner and the number one trading partner for Texas.<sup>7</sup>

As the United States and Mexico near a new cross-border trucking arrangement, the volume of U.S.-Mexico freight passing through Texas is setting records. International border crossings in Texas rank among the busiest in the United States. For incoming U.S. border crossings in 2009, Texas nationally ranked number one overall, with over 2.8 million trucks, over 35.5 million personal vehicles, and over 18.8 million pedestrians, and number two with 6,406 trains. Looking at incoming U.S. border crossings within Texas, Laredo ranked number one for trucks with over 1.3 million, trains with 2,716, and buses with 43,342 while El Paso ranked number one for personal vehicles with over 10.5 million and pedestrians with over 7.6 million.<sup>8</sup> In sum, six of the top 10 ports-of-entry trading with Mexico are in Texas: Laredo, El Paso, Hidalgo, Brownsville, Houston, and Eagle Pass. Together, they account for more than 60 percent of all U.S. trade with Mexico.<sup>9</sup>

On March 17, 2011, the U.S. Department of Transportation announced that surface transportation trade between the U.S. and Mexico grew 27.6 percent in 2010 to almost \$400 billion, thereby conducting more trade between both countries since the U.S. Federal Reserve Bank began tracking this data in 1980.<sup>10</sup> Overall, NAFTA trade grew by more than 24 percent, the biggest year-over-year increase since the trade agreement went into effect in 1994.<sup>11</sup>

Approximately, 90 percent of all U.S.-Mexico commercial vehicle traffic passes through Texas land ports-of-entry. As such, Texas leads the nation in freight volumes with Mexico and has for at least 15 years. In August 2010, Texas became the first state to record more than \$10 billion in surface trade with Mexico in one month.<sup>12</sup>

Texas also was the first state with more than \$100 billion in surface trade with Mexico in a calendar year. At the World Trade

International Bridge in Laredo, more than 3,000 trucks cross daily from Mexico at a rate of approximately one every 30 seconds.<sup>13</sup> In all, cross border trade between Laredo, Texas, and their sister city in Mexico, Nuevo Laredo, averaged more than 10,000 truck crossings daily, trading \$121 billion annually, nearly a third of all U.S.-Mexico trade.<sup>14</sup> In contrast, California was a distant second in 2010, trading with Mexico \$47.6 billion.<sup>15</sup> In fact, of the top U.S. ports, Laredo ranks number one in North American trade volumes in all modes, including ship and air, crossing a staggering 13.2 percent of all trade in 2010, according to the U.S. Department of Transportation.<sup>16</sup> Six other Texas ports rank among the top 17 U.S. ports for North American trade, El Paso, Hidalgo and Houston in the top 10, and Eagle Pass and Brownsville rounding up the other two spots.

In El Paso, no other Texas port—of-entry's imports and exports grew by a larger percentage than El Paso's did last year. El Paso trade with Mexico increased in 2010 to \$69 billion, compared with \$47 billion in 2009, according to Customs and Border Protection data.<sup>17</sup>

It is clear that TxDOT plays an important role in expediting the safe, secure, and efficient movement of people and product between Mexico and the United States, therefore remaining strongly committed to the development of transportation infrastructure in this critical area.

## **Government and Public Affairs International Relations Section (IRO)**

TxDOT's International Relations Office was created in 1994, as a result of the changes NAFTA would bring to Texas. In 2007, with the objective of ensuring that national and international communications from TxDOT are consistent and centralized, the IRO was merged with the Government and Public Affairs Division.

During 2009, in an effort to facilitate a stronger understanding of the impact of global trade on Texas and the U.S., the IRO broadened the scope of its work to include a more global perspective, while still supporting U.S.-Mexico relationships.

Currently, IRO coordinates functions, operations and information relating to international activities for TxDOT. The IRO performs facilitative, liaison and research functions and carries out the following:

- Act as liaison for TxDOT on international relations activities with the Governor's Office, the Secretary of State's Office (SOS), legislative officials, other governmental entities (foreign, federal and state), the Federal Highway Administration (FHWA), businesses, interest groups and the public.
- Maintain current information pertaining to international bridges and border crossings in Texas.
- Maintain information and contact with NAFTA partners on the Texas-Mexico and U.S.-Canada borders, including NAFTA trade.
- Assist Districts, Divisions, and Offices in coordinating and facilitating cross-border informational exchange with Mexican Border States and the numerous U.S. and Mexican Federal, State, and Local government entities.



- Distribute news and post information on *Sharepoint* for TxDOT and other interested stakeholders regarding global events and best practices that may be of interest to TxDOT. Subject areas include Intelligent Transportation Systems, World Trends and Emerging Markets, Major Shifts in Industry or Trade, and Multimodal Networks-Logistics, among others.
- Maintain awareness of, monitor or participate in, as needed: The United States Visitor and Immigrant Status Indicator Technology (US-VISIT), the Free and Secure Trade lanes (FAST), the Secure Electronic Network for Travelers Rapid Inspection (SENTRI) lane program, and Customs-Trade Partnership Against Terrorism (C-TPAT), the Border Safety Inspections Stations (BSIFs), the Coordinated Border Infrastructure (CBI) projects and Mexican infrastructure plans that impact the border.
- Provide planning for and support of international visitors to TxDOT. Provide cultural and factual protocol information regarding visitors' countries of origin for TxDOT staff.
- Administer the Border Technology Exchange Program (BTEP) which is dedicated to technology and information exchange between the U.S. and Mexico. The Texas BTEP exchanges technology and information with the Mexican states of Tamaulipas, Nuevo Leon, Coahuila and Chihuahua.
- Represent Texas and TxDOT in the U.S.-Mexico Joint Working Committee for Transportation Planning (JWC), the U.S.-Mexico Bi-National Bridges and Border Crossings Group (BBBX), and the U.S.-Mexico Border Governors' Conference Logistics and International Crossings Work Table (BGC).
- Identify, plan and coordinate studies that impact the Texas-Mexico border. Current studies include Border Wait Time Studies and the Regional Border Master Plan, Laredo District.
- Track commercial, private vehicle and pedestrian movements at the Texas-Mexico border.

- Respond to inquiries from individuals and governmental agencies from other nations, providing referral and resource information as appropriate.
- Maintain awareness of best practices globally pertaining to transportation planning, logistics, government strategy, and government transparency to heighten TxDOT's awareness of international trade trends.
- Provide recommendations and support to administration with regard to proposed legislation, policies, procedures and actions regarding international trade and the border.
- Provide translation services for TxDOT divisions and offices from English to Spanish and vice versa.
- Assist TxDOT in the development, implementation, coordination and monitoring of strategic and operational plans pertaining to international and border activities.

In support of these responsibilities, the office publishes the following reports:

- *Texas-Mexico International Bridges & Border Crossings: Existing & Proposed*
- *International Activities Report*

## Border Safety Inspection Facilities (BSIF)



Texas Senate Bill 913, 76<sup>th</sup> Legislature (1999), directed TxDOT to select locations for border safety inspection facilities along major highways at or near border crossings with Mexico in Brownsville, Laredo and El Paso, thereby allowing federal, state and municipal agencies that regulate the passage of commercial vehicles crossing the border to be located in one place.

The Texas Department of Public Safety (DPS) and TxDOT were responsible for site selection and possible acquisition of right-of-way for the BSIFs and construction of weigh stations near the existing federal inspection stations.

Temporary operational BSIFs are located at:

- World Trade International Bridge, Laredo
- Colombia-Solidarity International Bridge, Laredo
- Camino Real International Bridge, Eagle Pass
- Veterans International Bridge at Los Tomates, Brownsville
- Free Trade Bridge at Los Indios, Brownsville

➤ Pharr-Reynosa International Bridge, Pharr

Each of the facilities provides an efficient method of inspecting and weighing commercial vehicles entering the United States at the Texas-Mexico border.

Two permanent facilities were completed. Presently, they are operational and are located at:

- Bridge of the Americas, El Paso
- Zaragoza-Ysleta Bridge, El Paso
- Construction on the permanent facility at the Columbia-Solidarity International Bridge began in 2010. It is anticipated that this permanent facility will be operational in August 2011.
- Construction on the permanent facility at the Pharr-Reynosa International Bridge is scheduled to begin in December 2011.

## Border Technology Exchange Program (BTEP)



On April 29, 1994, the U.S. and Mexican Secretaries of Transportation signed a Memorandum of Understanding (MOU) that recognized the desire of both countries to improve the coordination and quality of land transportation systems in the border region.

As a result, the U.S.-Mexico Joint Working Committee was created, and the Border Technology Exchange Program (BTEP), under its auspices, became the primary vehicle for the two countries to carry out their coordination efforts.

The International Relations Office (IRO) directs the Border Technology Exchange Program in Texas. This program is funded by the Federal Highway Administration's Office of International Programs and TxDOT on an 80/20 percentage basis. In addition, the program is funded by in-kind contributions from Mexican Border States and the SCT state offices along the border.

The BTEP program directly supports TxDOT's goal of increasing transportation safety by sharing expertise with Mexico. Specifically, the program's goal is to foster communication, coordination and understanding among TxDOT, our Mexican border states, FHWA and the Secretaria de Comunicaciones y Transportes (SCT) of Mexico through the exchange of information, personnel, expertise and technology in all fields of transportation infrastructure.

The International Relations Office commenced this program in September-October 1994 by hosting visits to TxDOT of transportation officials from each of the four Mexican states that border Texas (Tamaulipas, Nuevo Leon, Coahuila and Chihuahua).

BTEP has sponsored attendance to conferences such as the ATSSA (American Traffic Safety Services Association), and allows our Mexican counterparts to see firsthand the most innovative safety equipment used in the United States. Also, visits from Mexican state and federal transportation engineers to TxDOT construction sites, gives them the opportunity to observe the safety tools used in road construction.

The Texas BTEP promotes five central objectives:

- Improve safe and efficient trans-border transportation systems in the border region;
- Share planning information, standards and specifications;
- Enhance professional, cultural and technical capabilities;
- Increase institutional, technical and legal compatibility and understanding; and,
- Create and institutionalize a permanent technology exchange process.

The mission of the program is:

*Promote and sustain the development of a safe and efficient transportation system for an effective and efficient movement of commerce and people within the U.S.-Mexico border region by improving technical skills and knowledge through the exchange of technology and information.*

Since its inception, the Texas BTEP has managed to support various activities among them the following:

- a. Numerous visits from state and federal transportation entities from all Mexican states which border with Texas.
- b. Numerous visits to each of the TX/MX bordering states by officials from TxDOT and FHWA.
- c. Presentation of numerous courses to state and federal

engineers in transportation infrastructure. The main goal was to train a trainer so the teaching could continue in Mexico. One success in this area was the development of a Value Engineering (VE) course with 5 progressive phases;

1. Teach an Introductory VE Course
  2. Student participation in an actual VE study along the border
  3. Students attend a train the trainer VE course
  4. Each students teaches a course with a TxDOT instructor assisting
  5. Each student teaches a complete course with no US instructor assistance
- d. Coordinated the visits of various engineers from Mexico to US transportation conferences such as: American Traffic Safety Services Association Conference (ATSSA), Border to Border Conference, American Association of State Highway Transportation Officials' (AASHTO) Value Engineering Conference, Asphalt Conferences, Local Transportation Assistance Program (LTAP) annual conference, TxDOT's Transportation Short Course and TxDOT's Transportation Forum and many others.
- e. Assisted Mexican State Departments of Transportation with information for the development of state and federal government laboratories. This assistance involved visits to TxDOT's Laboratory facilities. Most noteworthy was a visit by engineers from the Mexican Institute of Transportation (IMT) where they observed our skid resistance equipment and turned around and purchased the same equipment for their laboratory in Queretaro, Mexico. Additionally, Mexican IMT staff had hands-on use of the equipment during a 4 day training session. With this newly acquired equipment, the IMT is now able to test aggregate from different areas in Mexico and classify each as to hardness and suitability for safer road

construction.

- f. Hosted 1 engineer (funded by his university) for a period of 1 year within TxDOT. Six months were spent working with the TxDOT Laboratory and 6 months working in the Design Division studying and working in Geometric Design. This training enhanced the ability for this engineer to teach a course on Geometric Design to students studying engineering at the Autonomous University of Nuevo Leon in Monterrey, Mexico.
- g. Provided access to TxDOT's website where for example engineers from the State of Chihuahua managed to use TxDOT specifications for a wooden platform bridge which was developed and put in place in an indigenous area of Chihuahua so that native Indians could take their goods to market.
- h. Developed Technology Transfer Centers at each of the bordering Mexican states. The Centers are located in the College of Engineering of each Autonomous University in each state. The universities provide space and services to the centers that have the role of receiving technology and information on all facets of the transportation infrastructure and passing the information to the state DOT and state Federal Transportation Offices through materials and courses developed by the Centers. Activities such as official visits, planning meetings, technical exchanges, conferences and workshops on transportation-related topics have been implemented.
- i. Assisted in the conduct of "PROVIAL" (maintenance conferences) in two Mexican states (Nuevo Leon and Chihuahua). These conferences hosted staffs from Europe and Latin America, who shared their experiences in the maintenance of their road infrastructures as examples of how it can be done. The conference concluded with a draft paper to be presented to the proper level of government which can



make a difference in present and future road maintenance.

- j. Assisted the state of Coahuila with acquiring a ground radar sensing vehicle which was developed by the Texas Transportation Institute and also trained their staff in the operational aspect of the vehicle. In addition, assisted members from the Technology Transfer Center in Chihuahua along with staff from the College of Engineering, in meeting with staff from the Texas A&M University, for discussions regarding the development of a doctorate program in engineering. A recent change of staff in Chihuahua shifted from Texas A&M to the New Mexico State University, with whom they now have established a program.

The entities that participate in BTEP include: TxDOT, the FHWA, the DOTs of California, Arizona and New Mexico, the Mexican Transportation Institute, the SCT state offices along the border, the Mexican states of Baja California, Sonora, Chihuahua, Coahuila, Nuevo León and Tamaulipas, and the Mexican Universities within the six Mexican states. BTEP programs have been established over the last year in some U.S. states along the border with Canada.

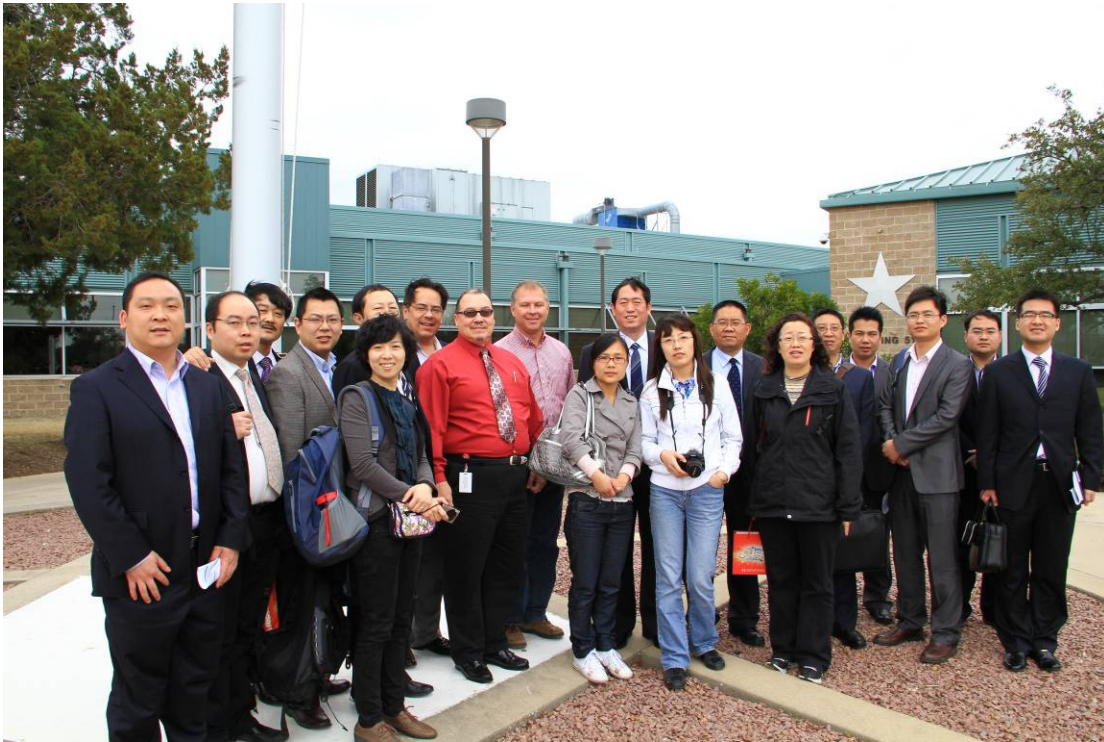
TxDOT divisions and districts make valuable contributions to the BTEP program. The Transportation Planning and Programming, Bridge, Maintenance, Design and Construction Divisions, and the Laredo, El Paso and Pharr Districts regularly exchange technological information through the BTEP program.

To coordinate the BTEP related work of TxDOT districts, divisions and offices, IRO develops an annual statewide plan compatible with the BTEP border-wide bi-national strategic plan supported by the FHWA.

The continuous exchange of U.S. highway technology and information aids in enhancing the relations between TxDOT and its Mexican border state DOTs, improving transportations, safety and traffic flow between the United States and Mexico.

The BTEP program continues to share technology and information with the Technology Transfer Centers and also with each Mexican state's DOT and federal highway offices. The program provides a mechanism to maintain a close working relationship with our transportation partners in Mexico.

## **International Visitors/Inquiries**



**Chinese Delegation from Henan Province Visits TxDOT to discuss the Properties of Warm Asphalt Mix**

As the first point of contact, IRO is responsible for coordinating and welcoming TxDOT's international visitors, arranging meetings and presentations, and assuring that protocols are followed. In addition, in preparation for receiving the visitors, IRO provides briefings to TxDOT personnel, highlighting relevant information and cultural considerations related to the visiting country. Visitors are from both private and public sectors, and generally stay one to two days.

Occasionally, the department also receives international visitors, often engineers or engineering students, for more extended periods. The sharing of transportation related techniques and methods, whether through short visits, longer visits or the simple exchange of transportation information, is beneficial to all involved.



**Kuwait Public Works Undersecretary Abdul Aziz Al-Kulaib and  
IRO Director Agustin “Gus” De La Rosa**



TxDOT continues to host individual visitors interested in various aspects of the transportation industry. During the past year, 6 visitors visited TxDOT, bringing the total visitors hosted since 1994 to approximately 1,776. Each visit provides a rich experience about TxDOT's advanced technologies and skills at the business of transportation.



TxDOT's visitors have disembarked from all over the world: Algeria, Australia, Belarus, Belgium, Bosnia, China, Colombia, Costa Rica, Czech Republic, Egypt, England, Finland, France, Germany, Ghana, Hungary, Jordan, India, Indonesia, Italy, Israel, Japan, Kazakhstan, Kosovo, Kuwait, Mexico, Mongolia, the Netherlands, New Guinea, New Zealand, Norway, Poland, Portugal, Romania, Saudi Arabia, South Africa, South Korea, Spain, Taiwan, Thailand, Tunisia, Turkey, Viet Nam and Venezuela.



**Kuwaiti Engineer with Thomas Bohuslav,  
Former Director of Construction Division (on left)**

IRO also receives and responds to numerous inquiries from groups and individuals seeking information regarding commerce, international protocols, licensing, insurance, titling and research issues.



## District/Division/Office Activities



Truck passing under RFID readers approaching the Colombia Bridge in Mexico.

## **Border Studies Currently Underway**

### **Border Wait Time Measurements Studies**

Border Wait Time Measurements Studies by TxDOT and FHWA are being conducted at the following Texas/Mexico border crossings: Bridge of the Americas in El Paso; Pharr-Reynosa International Bridge in Pharr, World Trade Bridge and Colombia Solidarity Bridge in Laredo; and Veteran's International Bridge in Brownsville. The studies are obtaining data for travel time and wait time of commercial vehicles crossing the border using Radio Frequency (RFID) technology. The Pharr and BOTA sites have been collecting data for over a year, and the Laredo sites should begin collecting data in the summer of 2011.

These Studies will provide on-going, real time and archived crossing times at the major commercial crossings in Texas. Crossing data will be available to stakeholders and agencies and real time crossing times will be available to companies and trucks using the crossings.



Trucks in the queue to the World Trade Bridge in Mexico, December 2010.



## **Regional Border Master Plan (BMP)**

A BMP is a bi-national effort to coordinate planning and projects at land Ports of Entry (POE) and for transportation infrastructure serving those POEs in the border region. The U.S. State Department and Mexico's Secretariat of Foreign Relations have requested that the U.S. Border States conduct Regional Border Master Plans along the U.S.-Mexico border.

Border master plans are important to (a) evaluate current and planned future capacity of ports of entry (POE) and the binational transportation infrastructure serving POEs, (b) evaluate current and anticipated future demand, and (c) to prioritize future required investments through a process of consultation to serve anticipated cross border demand over the short, medium, and long term. Border master plans thus serve as a binational effort to coordinate planning and prioritize projects at land POEs and for transportation infrastructure serving those POEs in a specific border region.

TxDOT contracted with the University of Texas - Center for Transportation Research (UT-CTR) to develop the Regional Border Master Plans for the Laredo District/Tamaulipas, Nuevo Leon, Coahuila and for the Pharr District/Tamaulipas regions. The Laredo BMP should be finished early 2012, and the Pharr BMP will begin in the summer of 2011. There are discussions ongoing for the El Paso/Chihuahua/New Mexico region.

The Border Master Plan is developed in two phases. The objective of Phase 1 is to establish the level of support and commitment of key stakeholders in the region. The cooperation and commitment of key stakeholders at the federal, state, local, regional, and private sector level is critical to the successful development of the Border Master Plan.

Given adequate support and commitment from key stakeholders, the final Border Master Plan is developed in the second phase.

The BMP objectives are:

- Design a stakeholder involvement process that is inclusive and ensures the participation of all involved in POE projects and the transportation infrastructure serving those POEs;
- Increase the understanding of the POE and transportation planning processes on both sides of the border;
- Develop and implement a plan for prioritizing and promoting POEs and related transportation projects to serve anticipated demand over the short, medium, and long term; and,
- Establish a process to ensure continued dialogue among federal, state, regional, and local stakeholders in Texas and Mexico to ensure continued coordination on current and future POE and supporting transportation infrastructure needs and projects.



Technical Working Group meeting in Laredo, March 2011.

## **El Paso District (ELP)**



### **Border Fence**

Border fence picture obtained from the following:  
[http://watergaps.files.wordpress.com/2009/05/img\\_8780.jpg](http://watergaps.files.wordpress.com/2009/05/img_8780.jpg)

In El Paso County, a 67.1mile section of the fence was built, beginning one mile east of the Bridge of the Americas port of entry and extending to East to Fort Hancock. The United States Army Corps of Engineers (USACOE) contracted the work for construction. The USACOE coordinated with the Texas Department of Transportation (TxDOT) for a Joint Use Agreement and a Right of Entry request for processing and approval from TxDOT Administration.





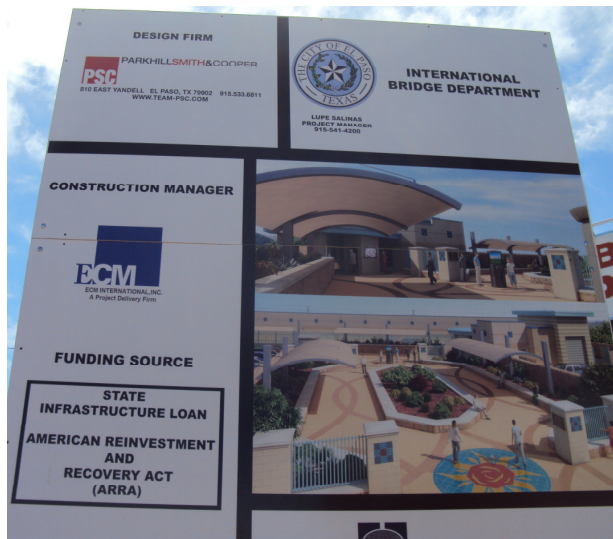
### **Bridge of the Americas (BOTA) / Zaragoza Border Safety Inspection Facilities (BSIF) Project - TxDOT Photo**

Bridge of the Americas BSIF construction commenced November 2, 2004. DPS moved into the facility on December 18, 2006 and are operational with limited Intelligent Transportation Systems (ITS). All construction was completed in January 2008. The cost to complete this project was \$4.8 million.

Bridge of the Americas BSIF ITS construction commenced September 24, 2008. The project is still ongoing and the cost to complete this project is \$1.6 million. To date, all (ITS) equipment has been installed and pending system integration. A/C systems modifications necessary for system integration have been installed and operational since June 15, 2010.

Zaragoza/Ysleta BSIF construction started January 3, 2006. All construction was completed as of September 21, 2007. The cost to complete this project was \$15.8 million.

The Zaragoza/Ysleta Bridge ITS construction commenced September 24, 2008. The project is still ongoing and the cost to complete this project is \$2.7 million. To date, all (ITS) equipment has been installed and pending system integration. A/C systems modifications necessary for system integration have been installed and operational since June 15, 2010.



Stanton Street Bridge



Paso del Norte Bridge

Pictures obtained at  
[http://www.elpasotexas.gov/international\\_bridges/](http://www.elpasotexas.gov/international_bridges/)

## Paso Del Norte and Stanton Bridge Improvements

The Paso Del Norte (Santa Fe) International Bridge is the most heavily traveled international pedestrian border crossing in the United States, According to information provided by Customs and Border Protection Office of Public Information. Lion's Placita was designed to be aesthetically pleasing to the users in a park-like setting, which include erection of a new canopy structure, separate public lighting, security enhancement, public address system, kiosks and landscaped areas with native species.

## Regional Port of Entry Operations Plan

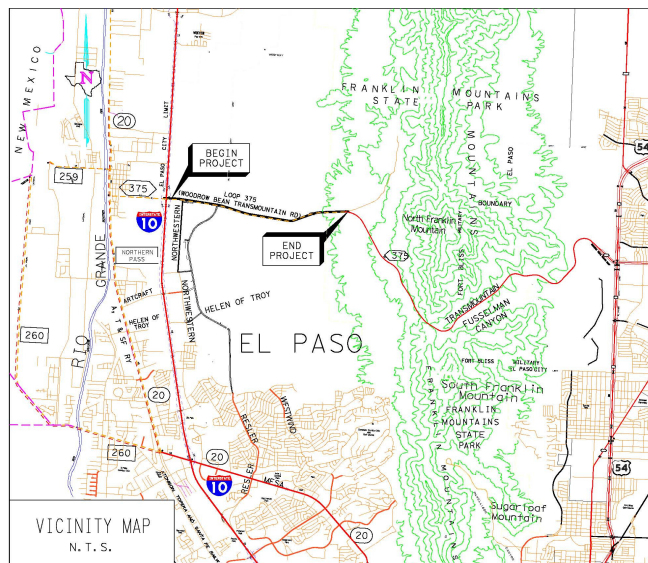
The Texas Department of Transportation (TxDOT), in coordination with the City of El Paso, is continuing to make progress on the Regional Ports of Entry Operations Plan, an effort to improve cross-border mobility through operational improvements to the region's six existing or planned international crossings. Approximately, 22 individual operational improvement scenarios to determine whether or not they might improve wait times at the crossings and enhance overall mobility in the region are being evaluated.

## Operation El Paso

El Paso District continues to move forward with several recent projects that will positively improve the flow of traffic throughout the city.

### *Lp-375 (Transmountain)*

From IH-10 to Franklin Mountains State Park (3.624 miles) schedule to let June 2011 with The ultimate design of





expanding the current two-lane undivided roadway to a four-lane divided with two-lane frontage roads and grade separations at major intersections.

### *Lp-375 (Ceasar Chavez Border Highway)*



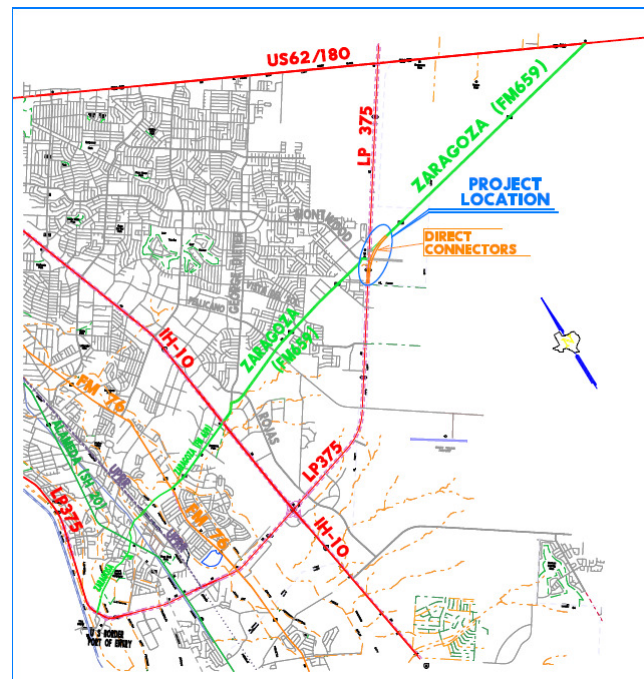
East of US-54 to West of Zaragoza Road (8.769 miles)

Proposed design is to widen roadway to the inside adding shoulders and 12' toll lane and widen four bridge structures. Reconstruct existing lanes in concrete pavement. Noisewalls will be added in the areas identified which require mitigation for noise.

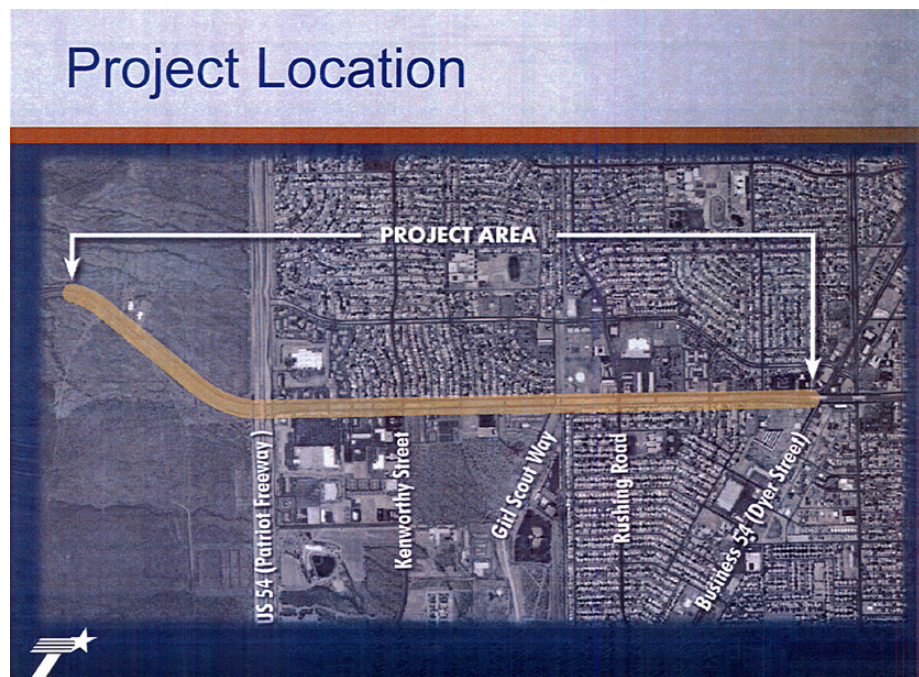
This project let in April 2011 with an estimated cost of \$62.5 Million to complete. It is estimated that this project could be completed in approximately 2 years.

### *Lp-375 @ FM 659 (Zaragoza)*

The addition of two direct connectors, (.61 miles northeast of LP 375(on FM 659) to .63 miles south of FM 659(on LP 375) will allow for traffic traveling north on LP 375 on to FM 659 with an unimpeded flow of traffic. Previously, this traffic was required to travel through and at grade intersection with two traffic signals. However the right-of-way acquisition and utility relocation coordination process is still ongoing. This project let in April 2011. Currently, this project is estimated to cost \$25.5 Million



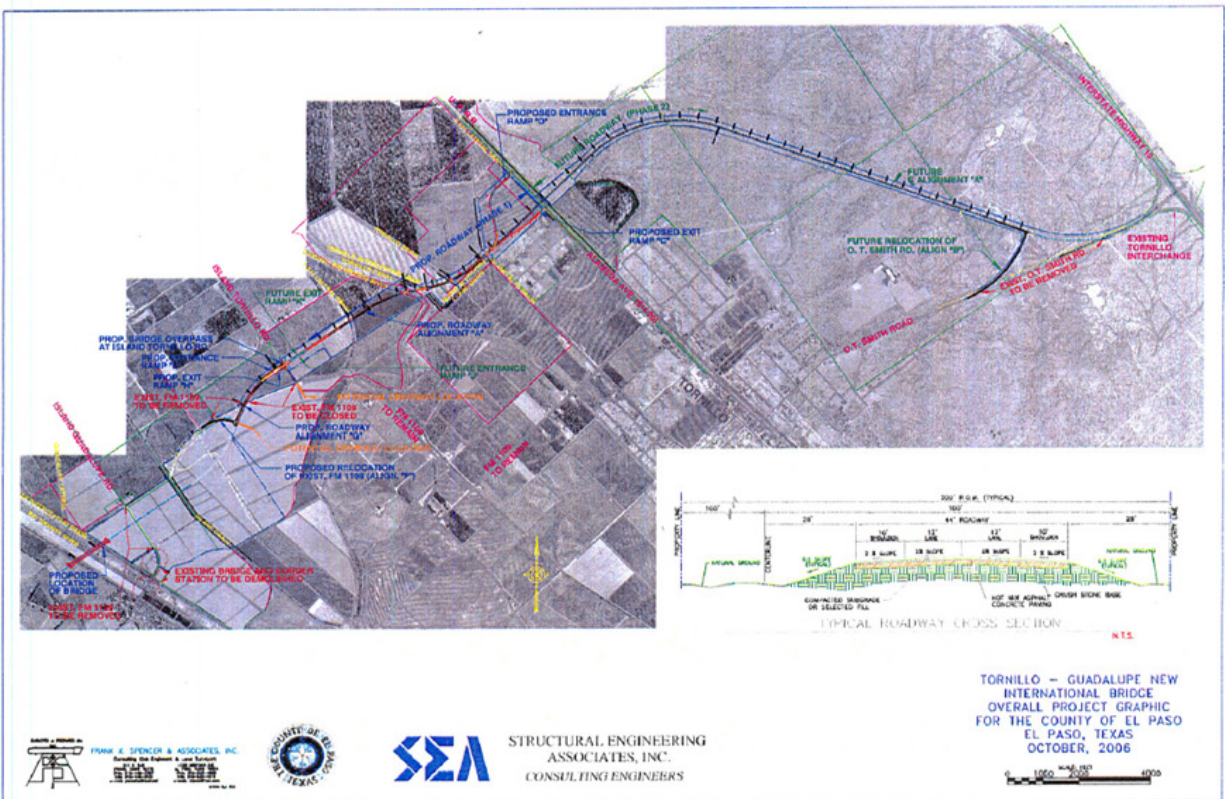
to complete due to it's highly urbanized setting; it is scheduled to be completed in approximately 2 years.



### *Lp-375 (Northeast)*

The proposed improvements to LP 375 are the construction of 4 lanes which extend 1 mile West of US 54 to BU 54 (Dyer St.) and includes construction of a depressed section with underpasses at northbound and southbound US 54 frontage roads and at the U-turn from the westbound LP 375 frontage road. The project includes overpasses at Kenworthy, Rushing and Alcan. New frontage road from US 54 to Electric ditch, additional work will include construction of storm sewer systems, replacement of bridge class culvert at Electric ditch, signal installation, additional illumination, CTMS, signing and pavement markings. Currently, this project is estimated to cost \$50 Million to complete in approximately 2 years.





## Tornillo Guadalupe

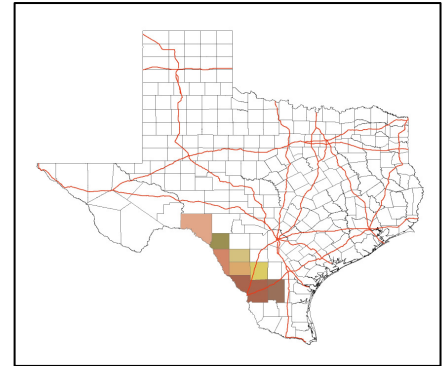
This is a new location for a non-freeway facility to build 2 lanes undivided with grade separated overpass. Limits are from SH 20 (Alameda Ave.) to IH 10; this facility is intended to improve the flow of trade goods across the border between Mexico and the U.S. more efficient. Currently this project is estimated \$17 Million to complete.

### EL PASO CBI PROJECTS

CSJ:	PROJECT/LOCATION	DESCRIPTION	CURRENT STATUS	AMOUNT
0924-06-292	ITS PILOT	Secure Border Trade	Contracted soon	\$3,601,901
2121-04-065	IH-10 & LP375	Build interchange, improve access to border crossing	Under Construction	\$15,000,000
2121-02-123	IH-10 & Schuster	Improvement to interchange & access ramps in congested area close to border crossing	Under Construction	\$11,500,000
0924-06-311	El Paso County	Connecting road from new Guadalupe Tornillo Border Crossing to IH 10	Under Project Development	\$17,223,091

## Laredo District (LRD)

LRD continues to move forward with numerous improvements that will positively impact the flow of traffic and goods at the Texas/Mexico border. Following is a general discussion of the internationally related projects in the TxDOT-Laredo District.



### ***Border Safety Inspection Facilities (BSIFs)***

Border safety inspection facilities constructed by the TxDOT – Laredo District and operated by the Texas Department of Public Safety (DPS) are located at all of the Laredo international crossings for northbound commercial traffic. The overall recent crossing data for pedestrians, personal vehicles, buses and commercial trucks at all Laredo bridges are listed below. As of 2007, approximately 510 freight forwarding companies, 210 trucking companies and 100 U.S. customs brokers operated in Laredo to accommodate this drayage trucking industry (drayage trucking is comprised of short haul trips moving trade across the border as required by law).

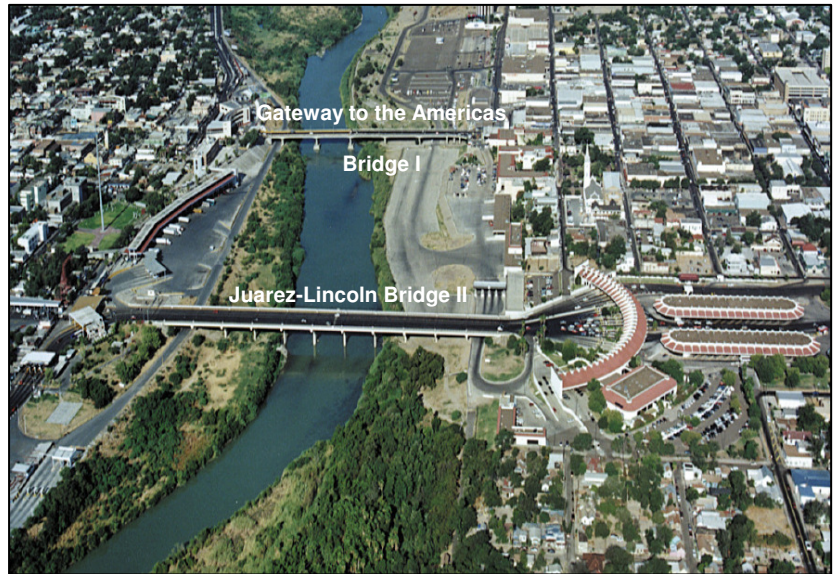


### ***Laredo Northbound International Crossings (2003 and 2010)***

Laredo	Pedestrians	Personal Vehicles	Commercial Buses	Commercial Trucks
<b>2003</b>	4,577,725	6,777,423	35,406	1,354,229
<b>2010</b>	4,087,905	4,190,790	43,342	1,268,126



- No commercial traffic is allowed at the Laredo International Bridge I (Gateway to the Americas Bridge); therefore, a DPS presence for commercial inspections is not required.



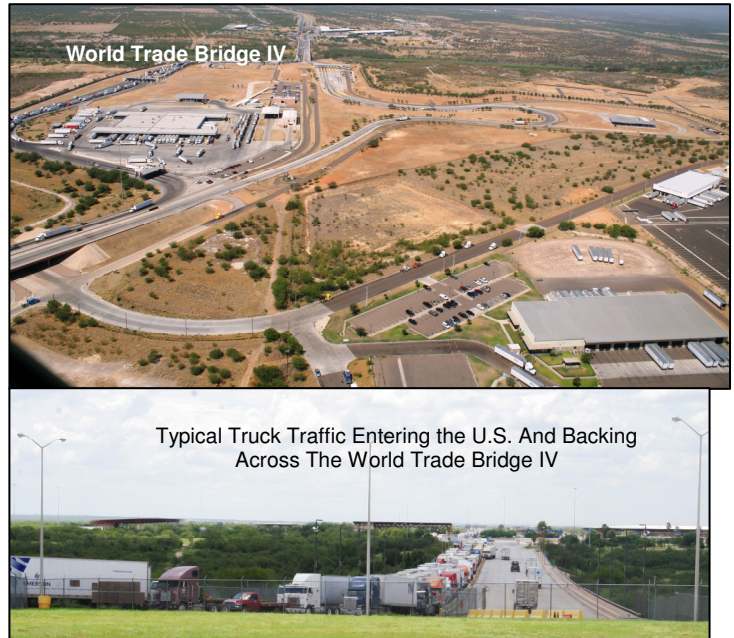
- Commercial traffic at the Laredo International Bridge II (Juarez-Lincoln Bridge) consists of commercial buses only which are inspected by DPS as needed at an open site shared with the U.S. Customs and Border Protection.

- The Laredo International Bridge III (Colombia-Solidarity Bridge) crosses a mix of personal and commercial traffic, with the DPS temporary and upcoming permanent safety inspection facilities described below.



Northbound crossings of commercial trucks at this bridge totaled approximately 2,508 vehicles per day in 2001 and the City of Laredo, the owner and operator of the U.S. side of this bridge facility, estimates that approximately 6,686 trucks per day will cross into the U.S. in 2025 at Bridge III.

- The Laredo International Bridge IV (World Trade Bridge) is restricted to commercial truck traffic only, with the currently operational temporary DPS inspection facilities discussed below. It should be noted that the Laredo World Trade Bridge is the busiest inland port along the U.S./Mexico border with approximately 4,600 northbound commercial trucks crossing into the U.S. each day in 2010. The City of Laredo, the owner and operator of the U.S. side of this bridge facility estimates that approximately 8,685 trucks will cross into the U.S. in 2025.

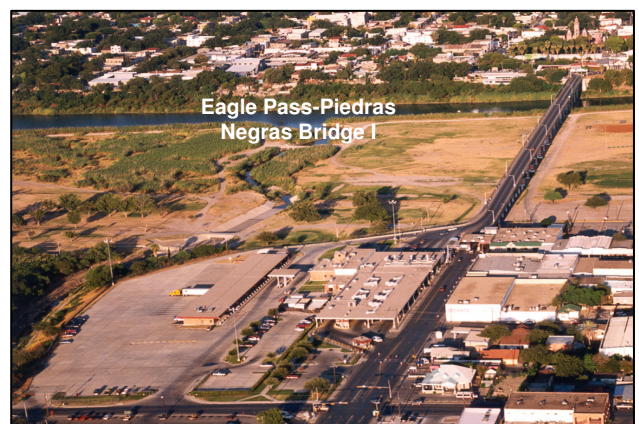


Eagle Pass. The overall recent crossing data at Eagle Pass for pedestrians, personal vehicles, buses and commercial trucks are listed below.

*Eagle Pass Northbound International Crossings (2003 and 2010)*

Eagle Pass	Pedestrians	Personal Vehicles	Commercial Buses	Commercial Trucks
<b>2003</b>	698,602	3,573,651	1,691	88,272
<b>2010</b>	678,745	1,494,821	1,364	95,028

- No commercial traffic is allowed to cross at the Eagle Pass International Bridge I (Eagle Pass-Piedras Negras Bridge); therefore, a safety inspection presence by DPS is not required at this location.





- The border safety inspection facility constructed by the TxDOT – Laredo District and operated by the DPS for northbound commercial traffic is restricted to the

### Eagle Pass

International Bridge II (Camino Real Bridge). This bridge is located adjacent to the Union-Pacific Railroad

International Bridge. Northbound

crossings of commercial trucks at this bridge has a daily peak of 500-600 commercial vehicles per day. The City of Eagle Pass, the owner and operator of the U.S. side of this bridge facility, estimates that approximately 1,005 trucks per day will cross into the U.S. in 2025 at the Camino Real Bridge.



Del Rio. The overall recent crossing data at Del Rio for pedestrians, personal vehicles, buses and commercial trucks are listed below.

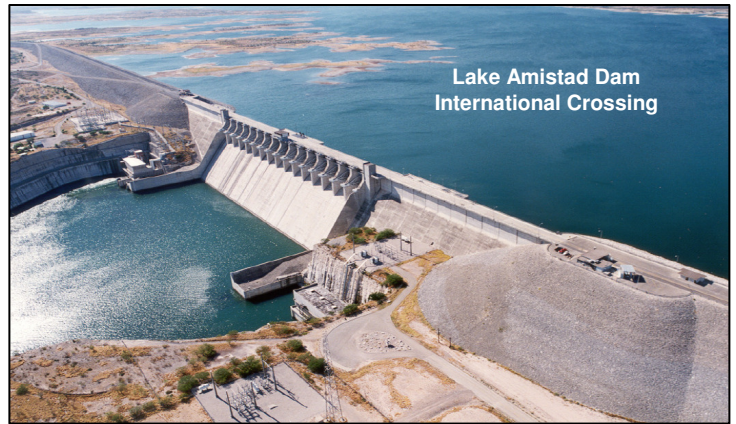
### *Del Rio Northbound International Crossings (2003 and 2010)*

Del Rio	Pedestrians	Personal Vehicles	Commercial Buses	Commercial Trucks
<b>2003</b>	132,216	1,909,639	260	65,609
<b>2010</b>	73,726	1,354,393	6	55,852

- The DPS conducts safety inspections of northbound commercial vehicles at the Del Rio-Ciudad Acuna International Bridge at an open area near the exit of the U.S. Customs and Border Protection inspection facility.



- The DPS conducts no safety inspections at the Lake Amistad Dam Crossing due to the lack of commercial crossings at this location.



### Temporary Border Safety Inspection Facilities:

Currently, dedicated, stand-alone temporary BSIFs are located at three locations in the Laredo District. All of these facilities were constructed and have been operational since 2002.

- *Laredo World Trade International Bridge IV* – The temporary facility operated by DPS is split with visual truck, trailer and driver paperwork inspections conducted within the U.S. Customs and Border Protection (CBP) facility and weight inspections conducted on Loop 20 at the exit of the CBP facility.



- *Laredo Colombia-Solidarity*





*International Bridge III* – This temporary stand-alone inspection facility is located within the existing state right-of-way at the intersection of Spur 255 and FM 1472 and the Colombia-Solidarity Toll Road (a direct roadway connection to IH 35). This temporary facility will continue to be used until the permanent facility is fully operational, which is anticipated in August 2011.

- *Eagle Pass Camino Real International Bridge II* – This temporary stand-alone inspection facility is located at the exit of the CBP facility. Trucks exiting the temporary BSIF travel via the Eagle Pass Truck Route to the warehouse district or onto US 57 or FM 1021. As discussed in more detail below, exiting truck traffic will soon be able to access SL 480, a relief route around eastern Eagle Pass, which is currently in its second phase of construction.



### Permanent Border Safety Inspection Facilities:

Three permanent BSIFs are proposed to be constructed at border crossings in the TxDOT – Laredo District: Laredo World Trade International Bridge IV; Laredo Colombia-Solidarity International Bridge III; and Eagle Pass Camino Real International Bridge II. These permanent facilities are intended to improve both the safety and security of northbound commercial vehicles and to make the flow of trade goods across the border more efficient.

- *Laredo Colombia-Solidarity International Bridge III* –



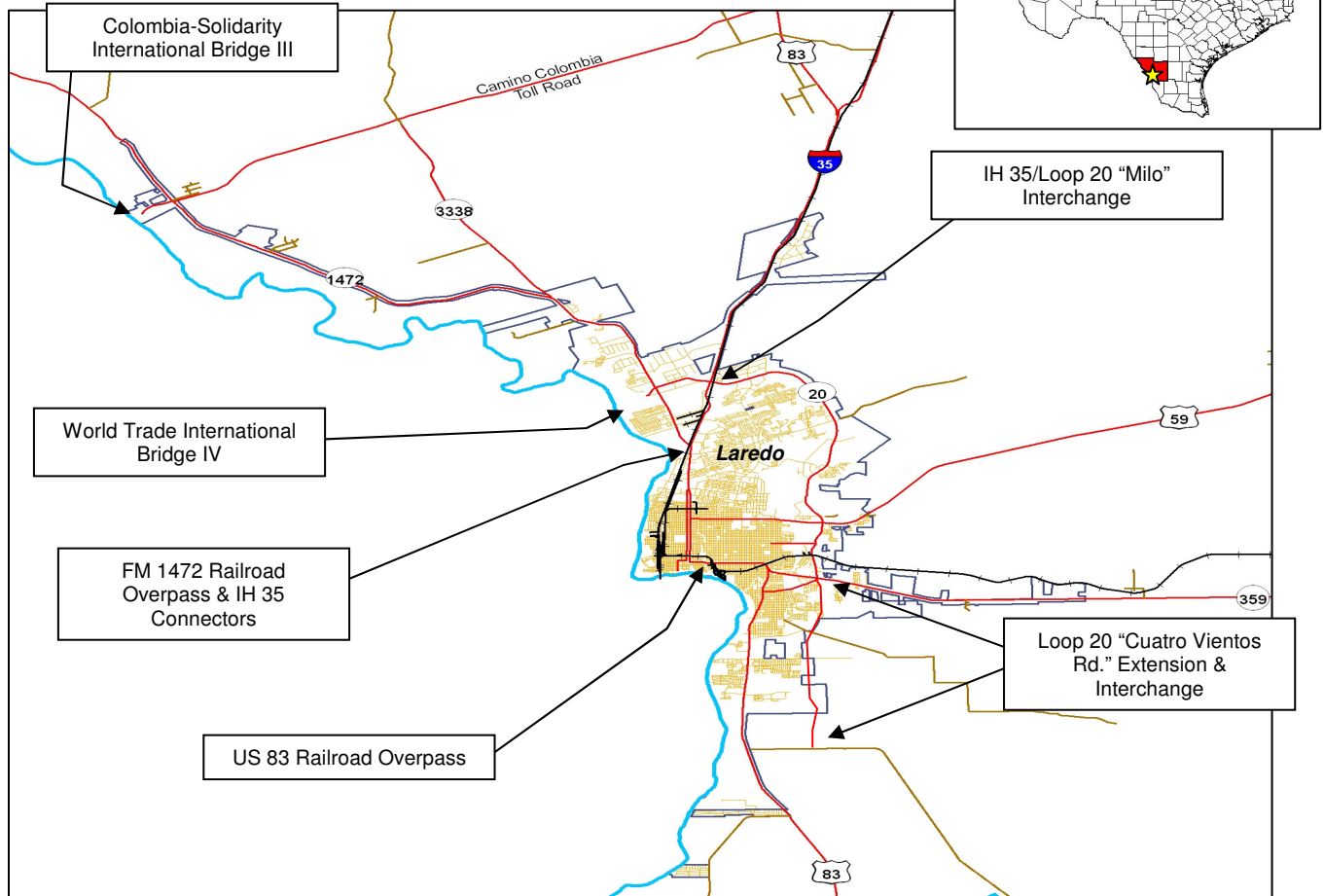
The environmental documentation and federal approval for this permanent BSIF was completed in December 2007. The right-of-way acquisition was completed earlier under a state environmental clearance with the final plans, specifications and estimates completed in late 2009. The construction contract opened for bids in December 2009 and the \$15.396 Million construction contract awarded with construction starting in March 2010. This approximately 15-month long construction phase is anticipated to be completed and fully operational by August 2011. After the permanent facility is opened, the temporary facility will be dismantled and the site returned to its previous state.

- *Laredo World Trade International Bridge IV* – The environmental documentation/approval, right-of-way acquisition, final preparation of the project plans and construction of this permanent BSIF is on hold at this time due to the lack of dedicated funding for the project. Currently, this project is estimated to cost \$45 Million to complete due to its highly urbanized setting. It is estimated that the project could be completed in approximately four years after funding is dedicated.
- *Eagle Pass Camino Real International Bridge II* – The environmental documentation and approval for this project was completed in the fall of 2007. However, all other work on the project such as right-of-way acquisition, final preparation of the construction plans and actual construction of the facility has been put on hold until dedicated funding is secured. Currently, this project is estimated to cost \$17.8 Million to complete due to its highly urbanized setting. It is estimated that the project could be completed in approximately three years after funding is dedicated.



## ***Recent TxDOT-Laredo District Roadway Projects That Serve International Trade***

Laredo: Several recent projects have been undertaken to increase the efficiency of traffic in Laredo, in particular for the flow of goods through



the inland port crossings at the World Trade and Colombia-Solidarity International Bridges. Combined, these two international commercial truck crossings are ranked Number 1 on the U.S./Mexico/Canadian borders. The Laredo commercial crossings handle approximately 32.2% of all U.S./Mexico border crossings and 14.8% of all inland truck crossings on the Mexico and Canadian borders.

- *FM 1472 Railroad Grade Separation and IH 35 Direct Connectors*

– This recently completed \$21 Million project enhances the connection between the older warehouse districts in west central Laredo, the more recent warehouse districts in north Laredo and the World Trade and Colombia-Solidarity



International Bridges that handle commercial trade crossings. Previous to this project, 12-16 train passages caused extended, 15-20 minute traffic delays at this location. Historically, the traffic at this location has had a high heavy-loaded truck component.

- *Loop 20/IH 35 “Milo” Interchange and the Direct Connector 7*

– The addition of this latest, third of eight direct connectors, allowed for traffic traveling north on IH 35 from central Laredo an unimpeded flow onto the westbound Loop 20, which accesses the commercial only World Trade



International Bridge and the northern drayage warehouse district. Previously, this traffic was required to travel through an at-grade intersection with two traffic signals.

- *Loop 20 Extension (Cuatro Vientos Road) and Interchange*

– This 7-mile new location roadway in south Laredo will provide for a much improved travel route for traffic moving from



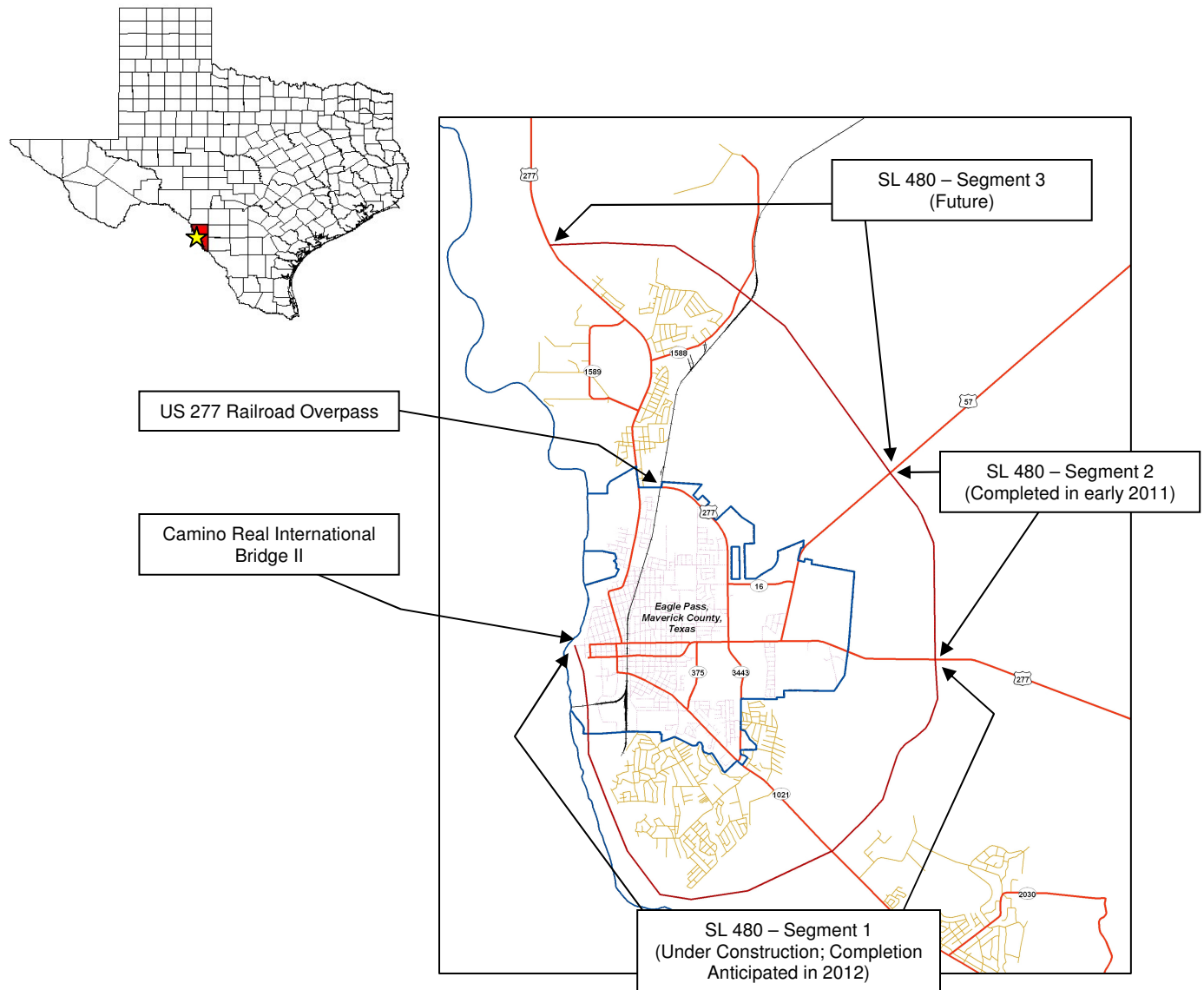
the residential areas of south Laredo and the commercial districts and international bridges in north Laredo when completed later in 2011. The interchange portion of the project that will cross over the SH 359 intersection is anticipated to be completed in early 2012. Currently, traffic is required to utilize the heavily congested US 83 south and city streets and the congested at-grade intersection at SH 359.

- *US 83/SH 359 (3-Points) Interchange* – This recently completed interchange now provides unimpeded passage through this previously congested highway intersection. Previously, traffic had to endure a multi-signal, at-grade intersection that typically required multiple signal cycles to move through the intersection during peak travel times.



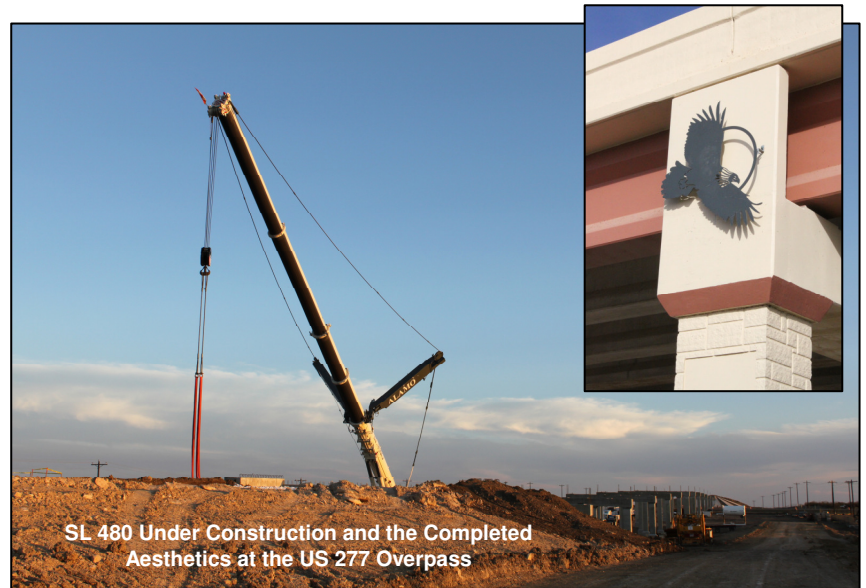
Eagle Pass: Several recent projects have been undertaken to increase the efficiency of traffic in and around Eagle Pass, particularly for the flow of goods through the inland port crossings at the Camino Real International Bridge. This international commercial truck crossing is the Number 20 ranked inland port on the U.S. /Mexico/Canadian borders. This Eagle Pass crossing handles approximately 1.9% of all U.S./Mexico border crossings and 0.9% of all inland truck crossings on the Mexico and Canadian borders. Eagle Pass is also a community that lies on the Ports-to-Plains corridor, which is intended to carry trade from the U.S. and Canadian eastern Rocky Mountain states to the inland ports at Eagle Pass, Laredo and the Lower Rio Grande Valley.





- *US 277 Railroad Grade Separation* – This recently completed \$18.7 Million project enhances the traffic flow on US 277 in northern Eagle Pass for local residents as well as for through traffic on US 277. Previously, 8-10 daily train crossings caused traffic stoppages lasting 15-20 minutes each.

- *State Loop (SL) 480 (Eagle Pass Outer Loop)* – This relief route, when fully

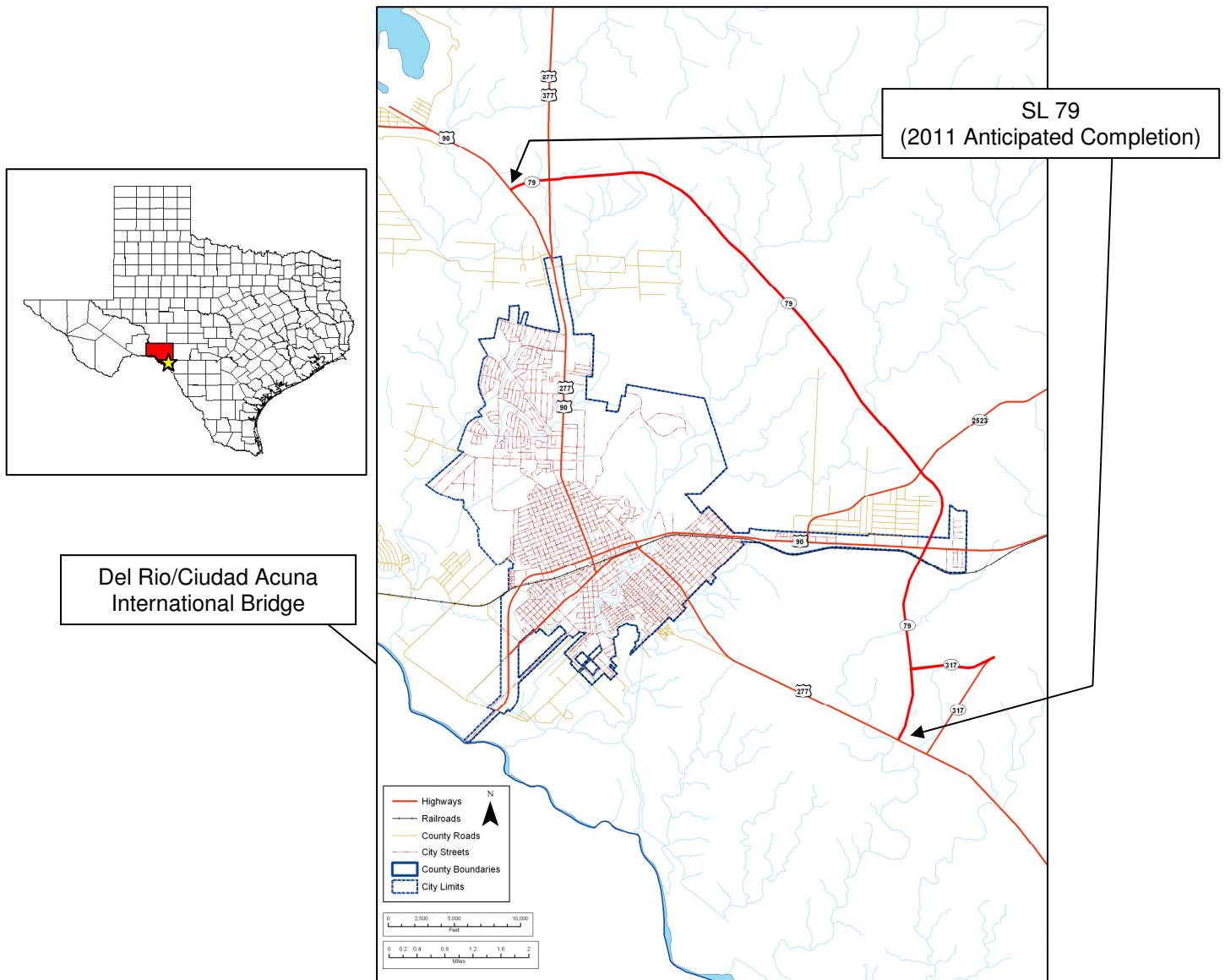


SL 480 Under Construction and the Completed Aesthetics at the US 277 Overpass

completed, will allow for traffic to avoid the urbanized portions of Eagle Pass, especially commercial trucks that are either passing through Eagle Pass or are carrying goods to and from the warehouse district servicing the Camino Real International Bridge. The east-central SL 480 Segment 2, which extends from FM 1021 to US 57, was completed in early 2011 and is now open for traffic. The southern SL 480 Segment 1 is currently under construction and is anticipated to be open for traffic in 2012. The northern Segment 3 is currently unfunded and construction will be delayed until funding is secured.

- *US 57 Passing Lanes (Maverick, Zavala and Frio Counties)* – This multi-county, joint project between the Laredo and San Antonio Districts, added intermittent 2-mile long passing lanes every 8-10 miles from northeast of Eagle Pass to IH 35. These intermittent passing lanes have improved the ability of traffic to safely pass in areas with poor sight distances due to hills or curves, especially for traffic with different speed limits, such as between large trucks and personal vehicles. Overall, US 57 is an important link between the heavily used commercial IH 35 corridor and the inland port at Eagle Pass.

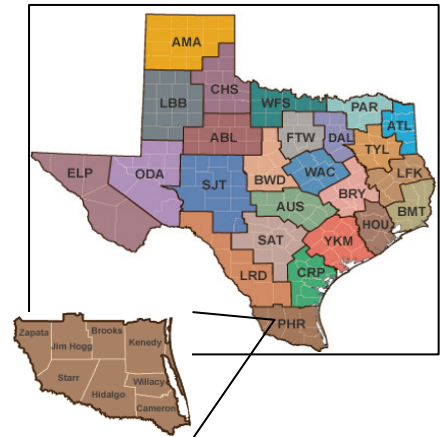
Del Rio: One recent major project has been undertaken to increase the efficiency of traffic in and around Del Rio. The Del Rio/Ciudad Acuna International Bridge ranked Number 26 on the U.S./Mexico/Canadian commercial trucking border crossings. This crossing handles approximately 1.1% of all U.S./Mexico border truck crossings and 0.5% of all inland truck crossings on the Mexico and Canadian borders. Del Rio is also a community that lies on the Ports-to-Plains corridor, which is intended to carry trade from the U.S. and Canadian eastern Rocky Mountain states to the inland ports at Eagle Pass, Laredo and the Lower Rio Grande Valley



*State Loop (SL) 79 (Del Rio Relief Route)* – This relief route when fully completed in 2011 will allow for traffic to avoid the urbanized portions of Del Rio, especially commercial trucks that are passing through Del Rio.

## Pharr District (PHR)

PHR is implementing transportation infrastructure improvement projects district wide along our international border with Mexico to enhance safety and improve efficiency of commercial and private cross border commuting and freight movement. The following are brief descriptions of the internationally related projects in the TxDOT-Pharr District.



### Temporary Border Safety Inspection Facilities (BSIFs):

Currently, dedicated stand-alone temporary BSIFs are located at three locations in the Pharr District. All of these facilities were constructed and have been operational since 2002.

- *Pharr-Reynosa International Bridge on the Rise* – The temporary facility operated by Texas Department of Public Safety (DPS) is located on leased property adjacent to the Customs & Border Protection (CBP) facility. Weigh-in-motion survey information is gathered after commercial vehicles



exit the CBP facility. This temporary facility will continue to be used until the permanent facility is constructed, which is scheduled to let July 2011 and be completed in May 2013.



- *Free Trade Bridge at Los Indios* – This temporary stand-alone inspection facility is located within leased property along FM 509 approximately 0.4 mile North of the CBP facility and South of the US 281-FM 509 intersection. This temporary facility will continue to be used in place until a new facility is built at the permanent location in a construction project scheduled to let in May 2013.



- *Veteran's International Bridge at Los Tomates* – This temporary stand-alone inspection facility is located within leased property along US 77/83 approximately 0.1 mile North of the CBP facility. Trucks are able to access US 77/83 immediately after exiting the temporary BSIF and travel North to the Brownsville Navigation District or other northern destinations. This





temporary facility will continue to be used in place until a new facility is built at the permanent location in a construction project scheduled to let in May 2013.

### Permanent Border Safety Inspection Facilities:

Three permanent BSIFs are proposed to be constructed at the following border crossings in the TxDOT – Pharr District: Pharr-Reynosa International Bridge on the Rise, Free Trade Bridge at Los Indios, and Veterans International Bridge at Los Tomates. These permanent facilities are intended to improve both the safety and security of northbound commercial vehicles and to make the flow of trade across the border more efficient.

- *Pharr-Reynosa International Bridge on the Rise* – The environmental clearance for this permanent BSIF was granted in April 2011. The right-of-way acquisition is expected to be complete in June 2011. The final plans, specifications and estimates were completed



in August 2009. The estimated \$22.634 million construction contract is scheduled to let in July 2011 with construction starting around September 2011. This approximately 18-month construction project is anticipated to be completed and fully operational by May 2013.

- *Free Trade Bridge Los Indios* – The environmental documentation/approval, and project development of this initial phase of the permanent BSIF is proceeding on schedule. The estimated \$6.0 million construction contract for the temporary inspection facility is scheduled to be open for bids

in May 2013 with construction starting in July 2013. This approximately 9-month construction phase is anticipated to be complete and fully operational by April 2014. The estimated \$25.59 million permanent facility project is on hold until funding is dedicated and commercial traffic demand warrants the project expenditure. It is estimated that the project could be completed in approximately three years after funding is dedicated.

- *Veterans International Bridge at Los Tomates* – The environmental documentation/approval, and project development of this initial phase of the permanent BSIF is proceeding on schedule. The estimated \$5.80 million construction contract for the temporary inspection facility is scheduled to let in May 2013 with construction starting around July 2013. This approximately 9-month construction project is anticipated to be complete and fully operational by April 2014. The estimated \$26.38 million permanent facility project is on hold until funding is dedicated and commercial traffic demand warrants the project expenditure. It is estimated that the project could be completed in approximately three years after funding is dedicated.

### ***Recent TxDOT-Pharr District Roadway Projects That Serve International Trade***

Several projects this year are being designed to improve the efficiency of passenger and cargo traffic in the Mexico/Texas border area.

#### ***Recently Completed:***

- *SP115/23<sup>rd</sup> street Principal Arterial expansion* – This



recently completed \$12.3 Million construction project expanded the former 4-lane facility to a 6-lane divided highway from FM 1016 to SP 241 which connects to the McAllen/Hidalgo-Reynosa international port of entry. This project included additional signal and intersection safety enhancements that were identified in a 2008 border crossing study. These improvements in combination with the new Anzalduas International Bridge have resulted in local congestion relief.

- *FM 493 Urban Collector extension*  
– This recently completed \$2.2 Million construction project connected the new Alliance International Bridge in Donna, Texas to US 281 (Military Highway). The roadway connection is proving vital to the area's traffic circulation and port of entry operations.



### ***Under Construction:***

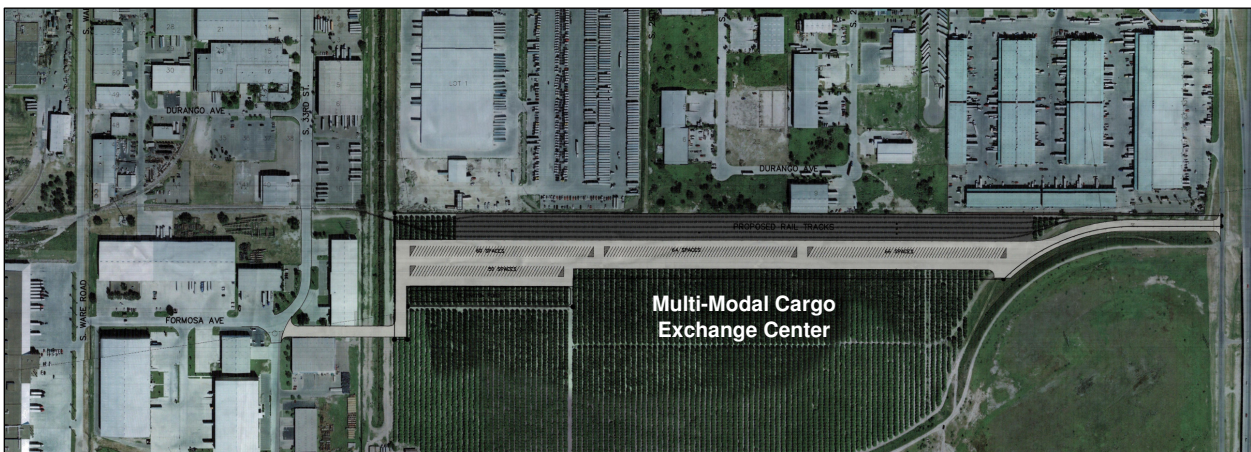
- *FM 396 Principal Arterial extension and US 83 underpass to overpass reversal* – This \$23.5 Million construction project was let in March 2010. It is under construction and will add an overpass at FM 396 and Trinity Road. This completes the North-South freeway from the new Anzalduas





International Bridge to US 83 in Mission, Texas. This construction project will also include a new overpass at the US 83/FM 396 intersection to replace the existing underpass. This new overpass will be able to accommodate much better the increased traffic from the new Anzalduas International Bridge. Construction is expected to be complete in July 2012.

- *Regional Multi-Modal center/access road project* – This \$1.86 Million construction project was let in March 2011. It is under



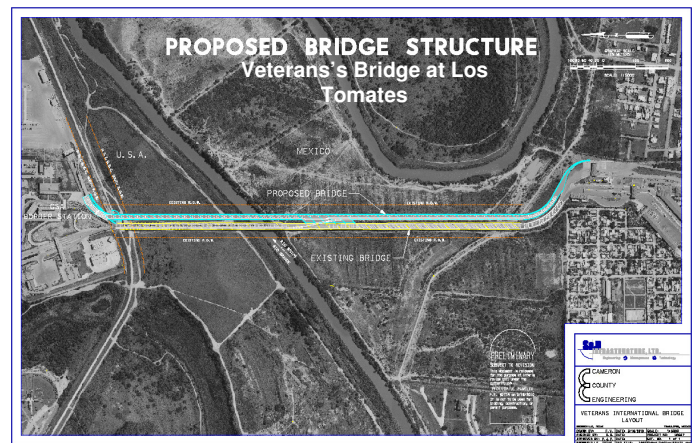
construction and is scheduled to be complete in October 2011. The project purpose is to provide an innovative facility where special cargo trailers are delivered to the terminal and assembled as a train for northward rail distribution. The advantages are an increased shipping efficiency and reduction of cargo truck traffic on highways.

- *West Rail Relocation* – This \$24.6 Million construction project will relocate the current Union Pacific Rail



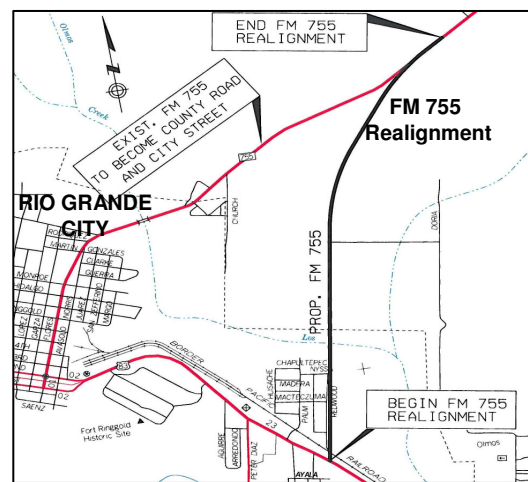
line which runs through downtown Brownsville to a new location outside the city on the West side. The rail alignment is 6 miles in length beginning from US 77/83 near a rail switching yard to the South across the U.S.-Mexico border including new rail bridges over the US 281 Military Highway, the Rio Grande, and Homeland Security facilities. Construction began in December 2010 with completion expected in early 2012.

- *Veteran's International Bridge at Los Tomates Expansion* – This \$5.8 Million construction project expands the in-bound traffic lanes including “FAST” processing of Northbound NAFTA Freight and additional lanes for future industrial traffic growth. The international bridge links US 77/83 to the North with Mexican Federal Highway 101/180 to the South allowing truck traffic to avoid the heavily congested downtown areas of Brownsville and Matamoros. Construction is scheduled to begin in August 2011 with completion expected in late 2012.



### ***Future Projects:***

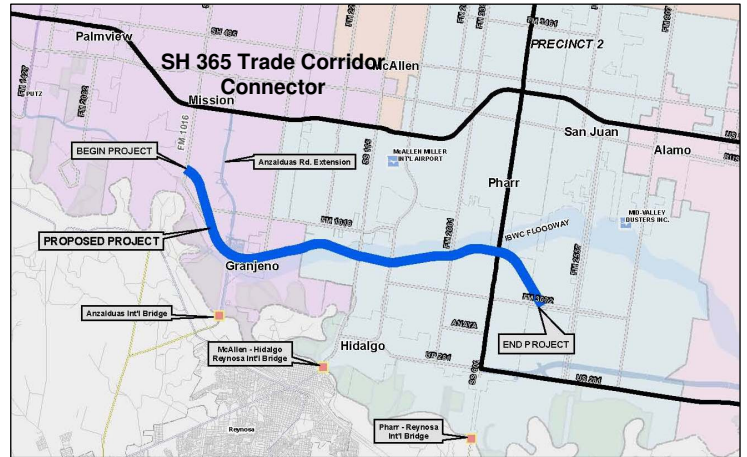
- *FM 755 Realignment* – This \$5.2 Million realignment project will greatly improve the traffic flow between the Rio Grande City-Camargo International Bridge and the



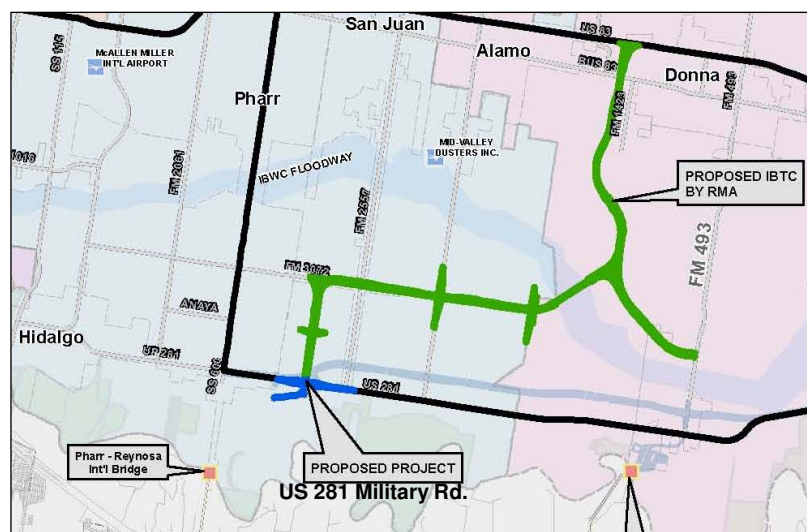


existing FM 755 highway Northeast of Rio Grande City. This new alignment will route traffic through an uncongested area and minimize delay at the existing US 83/FM 755 intersection.

- *SH 365/Trade Corridor Connector(TCC)* – This \$125.6 Million pass-through toll financed project is sponsored by Hidalgo County Regional Mobility Authority (HCRMA) and will provide an east-west interconnectivity for trucks entering the United States through Anzalduas International Bridge and Pharr international Bridge. The route is South and parallel to US 83 and is intended to distribute truck traffic via a controlled access freeway to local freight transfer facilities. The route is part of a regional International Bridge Trade Corridor (IBTC) also planned by the HCRMA and is scheduled to let in April 2013 with completion by mid 2016.

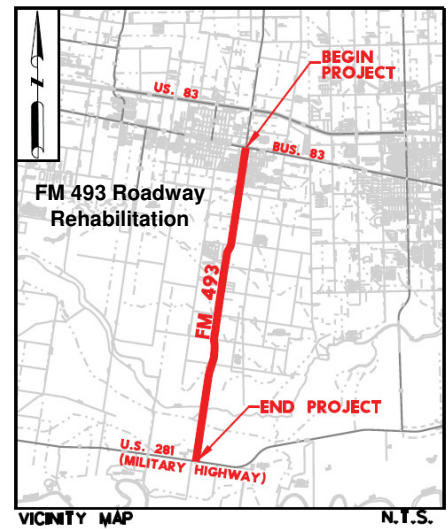


- *US 281(Military Road)/International Bridge Trade Corridor (IBTC) connector* – This \$21.9 Million pass-through toll and Coordinated Border Infrastructure (CBI) program financed project is sponsored by Hidalgo County

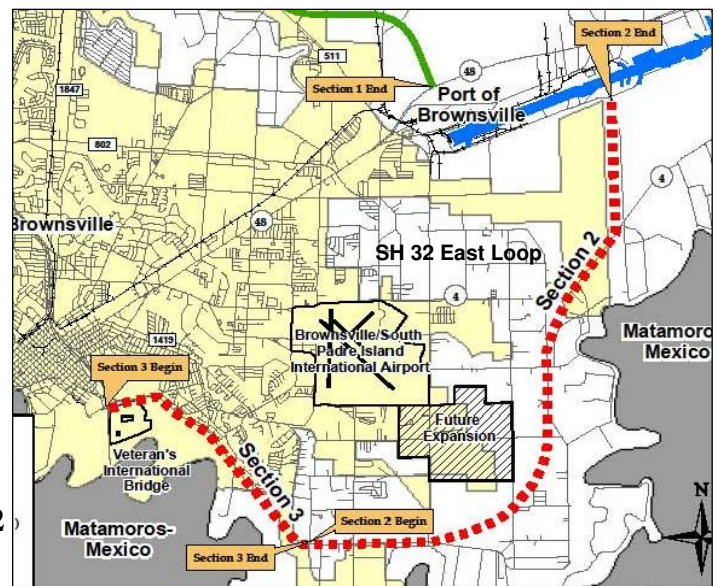


Regional Mobility Authority (HCRMA). It is intended to connect truck traffic from the Pharr International Bridge and the proposed state-of-the-art Border Safety Inspection Facility (BSIF) to the International Bridge Trade Corridor (IBTC) also being developed by the Hidalgo County Regional Mobility Authority (HCRMA). A highlight of the project is to provide an overpass along US 281 at the Pharr BSIF access road addressing congestion and safety concerns of North American Free Trade Agreement (NAFTA) related traffic. the project is scheduled to let for construction in January 2013 and be completed by mid 2016.

- FM 493 Roadway Rehabilitation Project* – This \$6.8 Million project is a high priority due to expected traffic increase generated by the new Alliance International Bridge connecting Donna, Texas and Rio Bravo, Tamaulipas. The project construction scope includes rebuilding the currently load zone restricted roadway from BU 83 to US 281 (Military Highway) and replacing the floodway pilot channel bridge with an appropriate standard load design. Due to the urgency of the need to upgrade the road and bridge. The letting has been accelerated to July 2013 with completion by late 2014.



- SH 32 (East loop)* – This \$38.6 Million pass-through toll financed project is sponsored by Cameron County Regional Mobility Authority (CCRMA). It is intended to connect truck traffic from the Veteran's



International Bridge at los Tomates and the Port of Brownsville Navigation District (BND). The project is intended for truck traffic and will increase efficiency of cargo movement, reduce congestion on existing local road networks, and enhance safety of the overall transportation network. Phase 1 is scheduled to let in May 2012 and Phase 2 in May 2013 with corresponding completion expected in mid 2014 and 2015.

## **Construction Division (CST)**



### **Construction Division Laboratory Operations Building**

CST is a prime source of information for the international transportation industry. The division shares expertise and facilitates information exchange by hosting international visitors from the public and private sectors interested in:

- construction contract administration
- contract letting
- construction and material specifications
- material testing
- material quality
- structural concrete and steel inspection
- pavement design
- pavement management
- pavement data collection



- pavement data collection equipment development
- pavement and material forensic investigations
- construction, materials and pavements research

CST also furthers technology exchange by providing information on research and design criteria and processes.



### **TxDOT's State of the Art Steel Laboratory**

In addition, CST participates in many international conferences, committees and workshops held in the United States. Several members of CST staff serve on expert task groups for pavement, construction, and materials related subjects. They also provide technical expertise by serving on panels for National Cooperative Research Program (NCHRP) projects and on panels at the Transportation Research Board (TRB) annual meeting, which hosts over 9,000 attendees from the U.S. and numerous other countries.



The international committees or conferences, that CST participates in, include:

- American Society for Testing and Materials (ASTM)
- Road Profilers users Group
- Association of the Asphalt Paving Technologist (AAPT)
- Falling Weight Deflectometer (FWD) users Group
- South East Asphalt users producers Group
- Rubber Pavement Association (RPA)
- Concrete Pavement Surface Characteristics Research Workgroup
- American Concrete Institute (ACI)
- American Welding Society (AWS)
- Precast/Prestressed Concrete Institute (PCI)
- American Association of State Highways - Subcommittee on Materials (AASHTO/SOM)
- FHWA Asphalt Binder Expert Task Group
- FHWA Asphalt Fundamental Properties and Advanced Modeling Expert Task Group
- FHWA Public Private Partnership Expert Task Group
- Project Delivery Joint Technical Committee (AASHTO)
- FHWA Pavement Preservation Expert Task Group
- FHWA Asphalt Emulsion Task Force

## **Environmental Affairs Division (ENV)**



### **Excavation of an archeological site**

ENV's involvement in the international arena includes participation in the following activities and studies:

- Involvement in special study requirements for archaeological investigations where foreign laboratories must be used.
- Cooperation and exchange of information between archaeological laboratories.
- Excavation of archaeological sites of international importance.
- In September 2009, ENV's air quality specialist provided a transportation air quality presentation at the 46th Meeting of the Joint Advisory Committee for the Improvement of Air Quality in the Ciudad Juárez Chihuahua, El Paso, Texas and Doña Ana County, New Mexico Air Basin. The committee is jointly sponsored by the US-EPA and the Secretaría del Medio Ambiente y Recursos Naturales, the Cabinet level department of Mexico's Executive branch responsible for developing environmental policy and legislation.

- Emissions Implications and Control Strategies for Old Imported Light Duty Vehicles – In collaboration with the Environmental Protection Agency (EPA) - Region 6.
- *SmartWay* Applications for Drayage Trucks – In collaboration with the Texas Commission of Environmental Quality (TCEQ) and EPA.
- Emissions of Mexican-Domiciled Heavy-Duty Diesel Trucks Using Alternative Fuels – In collaboration with the Alamo Area Council of Governments (COG) and EPA.
- Mexican Truck Idling Emissions at the El Paso-Ciudad Juarez Border Location – In collaboration with the Southwest University Transportation Center, EPA and the Border Environment Cooperation Commission (BECC).

In addition, the Environmental Affairs Division has done international work on a previous Inter-Agency Contract with the Transportation Planning and Program Division (TPP) where they studied extended truck idling at Texas-Mexico ports-of-entry.

## **Motor Carrier Division (MCD)**

The Motor Carrier Division (MCD) issues permits for, and routes, oversize/overweight (OS/OW) loads, enforces provisions of Texas Transportation Code (TRC) Chapters 621, 622 and 623 by investigating alleged size/weight violations, and assesses administrative penalties for violations of size/weight laws and department rules.<sup>1</sup>

MCD's administration of these responsibilities affects international shippers transporting oversized and/or overweight loads into Texas and operating in Texas ports. Manufacturers continue to build more modularized products to avoid risks and costs associated with assembly after delivery. This new trend toward larger and heavier loads continues to impact shippers and transportation agencies.

High value cargos include construction equipment, bridge beams, manufactured homes, oil field and water well drilling equipment, generators, distillers, movie sets, fighter jets, and wind turbine components. MCD permits and routes equipment needed to respond to natural disasters such as tornadoes, hurricanes, earthquakes and tsunamis. While every state has site specific challenges, uniformity and consistency are critical to domestic and international manufacturers, shippers and transporters.

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<sup>1</sup> Effective Sept. 1, 2011, SB 1420 (82<sup>nd</sup> Texas Legislature) transfers oversize and overweight permitting and enforcement functions to the Texas Department of Motor Vehicles.





One of three super heavy loads (above), each loaded with a huge transformer, moving more than 400 miles from Sweetwater to the Port of Houston. The loads' gross vehicle weights ranged between 422,000 and 512,000 pounds and averaged 17 feet wide, 18 feet high, and 191 feet long. The transformers went to Japan to aid in disaster relief in the aftermath of the earthquake and tsunami that hit the country in early March 2011.

MCD works with transportation officials at state, regional, and international levels to ensure consistent processes and requirements. As Texas and the nation focus on emerging international markets, MCD contributes by providing unbiased information on policies that support efficient and effective transportation systems, economic competitiveness and best practices on transportation issues that are responsive to industry needs.

MCD fosters open communication on transportation challenges by participating in informational seminars and conferences related to cross-border trucking, briefings for international visitors, and NAFTA-related issues. Through continued partnership with the Port of Brownsville (POB), motor carriers transporting divisible commodities—such as oils (mineral, lube, sesame),

steel/aluminum/cast iron and plastics—and within weight and dimensions outlined in TRC Chapter 623.210-219, can obtain a permit to move their commodities from the Port to nearby facilities through specified routes. MCD also had a booth at the 2010 Permian Basin International Oil Show in Odessa. The event, held every two years, is attended by transportation vendors from Mexico, Canada, South America and Europe.

MCD is a voting member of the Western Association of State Highway Transportation Officials (WASHTO) Committee on Highway Transport (COHT), which meets twice a year. In 2010, MCD director, Carol Davis, was elected chair of COHT, which promotes interstate and regional consistency of requirements and enforcement for transporting oversize/overweight cargo.

Significant Accomplishments in FY 2010 include:

- Issued 500,522 OS/OW permits.
- Issued 6,235 super load permits for cargo exceeding 200,000 lbs.
- Issued 30,553 permits through the POB
- Completed 165 size and weight enforcement investigations, 9 of which were Mexican-based carriers.
- Continued development of the Texas Permitting & Routing Optimization System (TxPROS) project to automate routine permitting and routing functions. Completion is projected for summer 2011.

Through FY 2011 and into FY 2012, MCD will complete implementation and integration of the new online TxPROS. Other ongoing efforts include:

- employing new Spanish language training for MCD staff to enhance communication with a wider customer base;
- refining the size and weight administrative enforcement program;
- developing a high-quality industry awareness campaign to reduce size/weight violations and associated damage;

- working with TxDOT staff, other states, carriers, and international/domestic shippers to:
  - improve permitting efficiency and consistency
  - address public safety issues
  - attain greater uniformity in permitting requirements and processes.

## **Research and Technology Implementation Office (RTI)**

RTI administers the federal Local Technical Assistance Program (LTAP). TxDOT contracts with Texas A&M University System's Engineering Extension Service for the program. LTAP program administrators are available to meet with counterparts in Mexico to advise and coordinate activities.

During the annual LTAP and TTAP (Tribal Technical Assistance Program) meeting, RTI's LTAP Implementation Director meets with international representatives from several foreign countries to exchange ideas and discuss various transportation issues. Additionally, courses on safety, signage, marking, and pavement management are now available to Mexican nationals. There is no fee for attending and classes are available in Spanish.

RTI also oversees transportation research conducted at state universities in Texas in response to the needs of the Department. This sometimes involves movements and coordination of activities along or crossing the border with Mexico.

Other on-going research that has or will have an international, particularly Mexican, component includes:

- 0-6095, "Longer Combination Vehicles & Road Trains for Texas"



## **Traffic Operations Division (TRF)**

TRF continues to participate in a number of groups, organizations and committees with substantial international memberships. These include the American Association of State Highway and Transportation Officials (AASHTO), the Intelligent Transportation Society of America (ITSA), the Transportation Research Board (TRB) and the Institute of Transportation Engineers (ITE).



TRF has assisted our partners in the Districts in the development of ITS and radio communications related projects in El Paso, Del Rio, Laredo, and the Lower Rio Grande Valley in conjunction with the districts. These systems are used to alert motorists to delays that may be occurring at border crossings as well as other border-related issues and to support border-related commercial vehicle operations. International visitors show a keen interest in this technology when visiting TxDOT.

TRF continues to work with the Maintenance Division and Texas DPS in the development of eight Border Safety Inspection Facilities

(BSIFs). The sites include: Laredo, El Paso, Brownsville, Eagle Pass and Pharr. TRF is assisting in the design and implementation of ITS components and systems for these sites. From an operational standpoint, each BSIF would provide Texas DPS personnel with a facility to perform fast and efficient safety inspections of commercial vehicles entering the United States from Mexico.



Border Safety Inspection Facility at Zaragoza-Ysleta, El Paso, Texas



Border Safety Inspection Facility at Zaragoza-Ysleta, El Paso, Texas

Additionally, the division has researched and deployed various signage initiatives for the Texas-Mexico border region. TRF has also worked closely with the U.S. Border Patrol to develop standards for their checkpoints operated on portions of the state highway system.



## Transportation Planning and Programming Division (TPP)



### TxDOT Photo

TPP has two major responsibilities relating to international affairs. The division serves as the point of contact for the Texas International Bridge Application Approval Process and TPP also serves as the lead in coordinating four different reports required by state legislation relating to international trade.

TPP is responsible for the state international bridge application process as required by the Texas Transportation Code. Statute allows an applicant to concurrently seek approval from the Texas Transportation Commission and the United States Department of State (DOS). However, if the commission does not approve the construction of the bridge, the applicant shall withdraw the request for approval from the DOS.

### Factors Considered in the Presidential Permitting Process

- The facilities potential impacts on the economy of the region, the environment, traffic congestion and mobility, and the flow of free trade.
- The anticipated financial condition of the application and the project.
- Commitments from Mexican authorities to provide adequate roadway connections to the bridge.



- The impact of a competing bridge, whether proposed, approved or constructed.
- Whether the bridge construction is consistent with the state and regional transportation plans.
- Whether the future transportation infrastructure on both sides of the border, at the time the bridge becomes operational, will be of sufficient capacity to support the new structure.
- Whether the revenue generated by the bridge will be sufficient to finance the planning, design, construction, operation and maintenance of the bridge.
- Whether there is support on the Mexican side for the necessary transportation infrastructure.

In making its determination, the department consults with the following agencies/offices:

- Office of the Governor
- Texas Department of Public Safety
- Texas Commission on Environmental Quality
- Texas Historical Commission
- Texas Department of Agriculture
- Texas Alcoholic Beverage Commission
- Other agencies the department deems appropriate
- Any entity which will be significantly affected by the project

## **Reports**

The reports that TPP is responsible for producing are: Trade Transportation Activities Report, International Trade Corridor Plan, Border Trade Advisory Committee Report, and Cross-Border Transportation and Infrastructure Report. These reports are also located on TxDOT's web site at:

[http://www.dot.state.tx.us/txdot\\_library/publications/transportation\\_planning.htm](http://www.dot.state.tx.us/txdot_library/publications/transportation_planning.htm)

The Trade Transportation Activities Report is required by the General Appropriations Act and is due annually to the border district legislators, to the respective metropolitan planning organizations, the Governor and the Legislative Budget Board (LBB). The report includes trade activities in which TxDOT is involved along the border.

Some of the abovementioned activities include pass-through financing projects, freight rail studies, the Coordinated Border Infrastructure (CBI) Program, and Border Safety Inspection Facilities (BSIFs).

The International Trade Corridor Plan is required by the Texas Transportation Code and is written biennially. The report is presented to the presiding officer of each body of the Legislature. The purpose of the report is to include strategies and projects to aid the exchange of international trade, assign priorities based on the amount of international trade using the multiple transportation modes in the state and address implementation of the recommendations of the Border Trade Advisory Committee. The report provides information on Texas international transportation infrastructure, the volume, value and weight of international trade entering Texas either by land or water and Texas' international trade corridors.

The Border Trade Advisory Committee is established in the Texas Transportation Code. The Texas Transportation Commission appoints the members of the committee and the Secretary of State, functioning as the state's Border Commerce Coordinator, serves as the presiding officer. The committee's recommendations are provided to the commission and the Governor biennially.

The Texas Transportation Code also requires the department to initiate efforts to meet at least quarterly with our counterparts in Mexico. Results of meetings are to be updated biennially and provided to the lieutenant governor, the speaker of the House of Representatives and each member of the legislature. It is the

responsibility of each of the border district to orchestrate these meetings.

### **Coordinated Border Infrastructure Program (CBI)**

A special section in SAFTEA-LU, CBI funding has been used to facilitate and expedite cross-border motor vehicle and cargo movements. Border crossing infrastructure, highway and safety enforcement facilities, electronic data exchange, and international coordination of transportation planning qualify for this program. CBI funding was allocated by formula, and Texas received approximately 25% of the allocation for this program nationwide because of the large number of crossings in the state, and the huge numbers of commercial, private and pedestrian crossings.

The commission allocated \$200 million to the three border districts in March of 2006 for funding through 2009. The amounts allocated per district were:

- El Paso district \$53,575,843
- Laredo district \$81,867,221
- Pharr district \$64,556,936

Because most of the border crossings are within metropolitan planning area boundaries, the districts have coordinated project selection with the metropolitan planning organizations. Allocations for 2010 and the first half of 2011 total \$70 million for the three districts, \$18 million for El Paso, \$28 million for Laredo, and \$24 million for Pharr.

## **Travel Information Division (TRV)**

At the center of Texas travel industry is the Texas Department of Transportation's Travel Information Division with its core mission of stimulating travel to and within the state. TRV operates 12 Texas Travel Information Centers (TICs); publishes the states official travel magazine, Texas Highways; produces, publishes and distributes travel literature; and manages the statewide litter prevention program.



A Texas Travel Information Center – Laredo





## **A Texas Travel Information Center – Amarillo**

TRV operates 12 Texas Travel Information Centers (TICs) which are located at major entry points into Texas. The TICs provide a safe haven for highway users and are the front door to Texas. TICs personnel serve as ambassadors to Texas and promote travel to and within the state by assisting the traveling public - the centers professional travel counselors provide travelers with travel literature, trip routing, information on events and points of interest, and road conditions. In Fiscal Year 2010, the TICs served approximately 2.4 million customers. Travelers who stop at information centers extend their stay, visit more attractions, and have a positive return on investment. National research confirms that the economic impact to Texas of the number of travelers served by the TICs in FY10 was over \$126 million. TRV also produces and

distributes the travel literature for the state of Texas. These publications include the Texas State Travel Guide, the Texas Official Travel Map, the Texas Accommodations Guide, the Texas Events Calendar, the Texas Public Campgrounds Guide and various other publications providing statewide information for travelers. In addition to these publications, *the Official Travel Magazine of Texas, Texas Highways*, is also produced by TRV. This award-winning magazine depicts the essence of Texas through engaging writing and photography showcasing the states scenic, historical, recreational, cultural and ethnic treasures.





Currently, the magazine has 1,086 international paid subscribers among its readership with magazines going to 63 countries. Texas Highways can also be found at <http://texashighways.com/>.

In Fiscal Year 2010, travel literature packets containing the Texas State Travel Guide, Texas Accommodations Guide and Texas Official Travel Map were mailed to 8,490 international requesters, including 7,332 in Canada and 839 in Mexico.

Through Texas Highways, TxDOT has been an active member of the International Regional Magazine Association (IRMA) since 1977. IRMA membership consists of regional magazines similar to Texas Highways from all over the United States, Ireland and Canada.

TxDOT's litter prevention programs, which are managed by TRV, have received international attention. People from around the world inquire about the department's famous Don't Mess with Texas public awareness campaign.

The other Texas-born litter prevention program, Adopt-a-Highway, allows individuals, families, members or employees of civic and nonprofit organizations, businesses, and governmental entities to participate in removing litter from state highways, saving taxpayers millions of dollars annually. Since the introduction of this program in the 1980s, visitors from China, the United Kingdom, Japan, Mexico, Switzerland and South Africa have approached TRV to learn about litter prevention and starting similar programs in their countries. Both of these programs work together in keeping Texas roadways beautiful. Organizations seeking more information can access the following websites:

<http://www.dot.state.tx.us/trv/aah/>  
<http://dontmesswithtexas.org/>

**SECTION II**  
**COMMITTEES, CONFERENCES AND ORGANIZATIONS**



## Border Governors' Conference (BGC)

**Description:** Governors of the ten U.S.-Mexican Border States meet once a year to discuss topics of mutual interest and concern. Work groups at the conference include: Agriculture, Logistics and International Crossings, Economic Development, Education, Environment, Energy, Health, Tourism, North American Development Bank, Water for Sustainable Development and Border Security.

The members of the various work tables meet during the year to develop recommendations and follow up on action plans. From this input, a joint declaration is developed and delivered to federal and state governmental entities and presidents of both countries.

**Participants:** Include border governors, representatives from each of the border governors' offices, and state delegates for each of the work tables. Federal government representatives are invited as observers. TxDOT's IRO Section Director sits on the Logistics and International Crossings worktable and coordinates department input on border crossing and transportation issues.

**Purpose:** To provide a forum that enables the ten border governors and interested entities to develop personal relationships, address issues and opportunities at the border and promote initiatives for improving the quality of life of the people in the region.

Objectives of the conference are:

- To encourage and strengthen personal relationships between the Border States.
- To promote unified action along the U.S.-Mexico border and on international issues.
- To address border problems and opportunities.
- To jointly promote development throughout the border region.

**Meetings:** The conference is held annually and in 2009 was held in Monterrey, Nuevo Leon in September. The Logistics and Border Crossings worktable additionally met various times during the year

to develop recommendations and action plans.

**Benefits:** This forum provides TxDOT with an opportunity to work closely with the Governor's Office in establishing coordinated activities related to border transportation. The conference also promotes coordination with neighboring states in making recommendations regarding the border area.

To read the 2009 Joint Declaration or find more information on this group's workings, please visit:

<http://bordergovernors.org/en/monterrey.html>

## **Border Trade Advisory Committee (BTAC)**

**Purpose:** The BTAC was created in 2001 by the 77th Texas Legislature to define and develop a strategy and make recommendations to the commission and the governor for addressing the highest priority border trade transportation challenges. The 79th Texas Legislature in 2005 (Senate Bill 183) provided additional guidance to the commission with regard to the composition of the BTAC. The commission appointed 29 members to the BTAC in June 2006 with the border commerce coordinator serving as the presiding officer.

**Participants:** Members of the BTAC include the border commerce coordinator, representatives from the MPOs located along the border, each port of entry, universities that conduct research on transportation or trade issues, and local officials.

**Meetings:** The BTAC met twice in 2010, one meeting included Mary Peters, former Secretary of Transportation, and focused on working on the federal transportation reauthorization process and ensuring that programs that are crucial to providing infrastructure necessary to provide for efficient border commerce continue.

**Benefits:** The benefit of the BTAC is increased coordinated planning on the U.S.-Mexico border.

## **Joint Working Committee (JWC)**

**Description:** The JWC is a bi-national group whose primary focus is to cooperate on land transportation planning and the facilitation of efficient, safe, and economical cross-border transportation movements at the U.S.-Mexico border. Due to further development of economic and commercial relations associated with NAFTA, the United States and Mexico recognized the need for a well-coordinated transportation planning process along the border.

**Participants:** The U.S. Federal Highway Administration (FHWA), the State Department (DOS), the Secretaría de Comunicaciones y Transportes (SCT), the Secretaría de Relaciones Exteriores (SRE), and the border state transportation departments from both countries.

In addition the U.S. General Services Administration (GSA) and Customs and Border Protection (CBP), as well as Mexico's Institute of Administration and Valuation of National Goods (INDAABIN, Mexico's GSA counterpart) and Mexican Customs (Aduanas México) participate.

**Purpose:** The JWC promotes effective communication concerning transportation planning between U.S.-Mexico Border States and works to develop a well-coordinated land transportation planning process along the border through studies, pilot programs, workshops and peer groups. It fosters a candid and open exchange of information and ideas which takes place on a regular basis, and problem solving and information gathering between agencies is much easier because of established relationships.

**JWC Goals:** Relieve Congestion, Enhance Safety and Security, Improve Global Competitiveness and Ensure Sustainability



TxDOT coordinates and participates in many of the projects in the two-year JWC work plans that include border related transportation studies and workshops. Information on the Strategic Plan, Work Plan, studies and other issues is available at the web site noted below.

**Meetings:** The entire JWC meets twice a year alternating meeting locations between the U.S. and Mexico. Subcommittees meet as necessary to accomplish specific goals, such as the Tri-national Greening Transportation at the Border Workshop held in San Diego in February 2011.

**Benefits:** The JWC is the only U.S.-Mexico border-wide planning work group. TxDOT funds several border studies including the Border Wait Time Studies and the Regional Border Master Plans discussed in other parts of this report. TxDOT also participates in numerous other studies coordinated by the FHWA and other border states.



IRO's Esther Hitzfelder giving a presentation at the JWC meeting in Hermosillo Sonora, April 2011



JWC meeting in Hermosillo, Sonora, April 2011

More information can be found at:  
<http://www.borderplanning.fhwa.dot.gov/mexico.asp>

## **US-MX Bi-national Bridges and Border Crossings Group**

**Description:** This group focuses on proposed international bridges and border crossings, the status/needs of current border crossings facilities and transportation access. There are a total of 29 international bridges and border crossings connecting Texas and Mexico, which share 1,254.7 miles of common border.

**Participants:** Formed in 1981, the group is composed of delegations from the federal and state governments of the United States and Mexico. The Coordinator for U.S.-Mexico Border Affairs of the U.S. Department of State (DOS) chairs the U.S. delegation, while the Director for North American Affairs of the Secretaría de Relaciones Exteriores (SRE) chairs the Mexican delegation. U.S. and Mexican border state representatives have been included in the sessions since 1994. IRO represents TxDOT in the group.

**Purpose:** To discuss proposed bridges and border crossings and their related infrastructure and to exchange technical information so that those projects, which both countries federal governments deem beneficial, may complete the approval process of the two respective governments. Related issues such as toll roads and other infrastructure projects are discussed, as well as operational matters involving existing and future crossings.

**Meetings:** The group meets twice a year. Meetings include participation of the U.S. and Mexican delegations composed of representatives from federal and state agencies that have an interest in/or responsibility for bilateral relations and permitting of new crossings (international ports of entry). Issues discussed include:

- Status of Permits
- Feasibility and prioritization of projects
- Inspections
- Highway/rail access
- Development and construction of facilities

- Environmental Issues
- Monitoring of the international boundary
- Border Security and Inspection Facilities

The meetings include a U.S.-only and a Mexico-only meeting followed by three bi-national sessions over a two-day period. During the public sessions, sponsors of the proposed bridges and border crossings (and related infrastructure projects) make presentations, in which the U.S. and Mexican delegations can query the presenters. During the technical sessions, the delegations meet to discuss specific border crossings and exchange views and technical information. Reports of bi-national committees' activities and major programs that directly impact the U.S.-Mexico border area are made. Each U.S. and Mexican border state representative offers a presentation on the development of current transportation infrastructure projects. Both delegations positions are summarized in the final session. The group also conducts periodic "border walks", alternating between the U.S. and Mexico.

**Benefits:** This group allows state participation in all sessions of the U.S. delegation, the value of which is twofold. First, state DOT representatives can provide input to which the government delegation members might not be privy. Such project-specific information should be considered in advancing proposed bridge and crossing projects through approval processes. In addition, the information that state DOTs glean from the closed technical session assists those agencies in transportation infrastructure development planning. Texas plays a key role in this forum as it is the only border state that requires a state border crossing permit in conjunction with the issuing of a U.S. Presidential Permit.

**Note:** Details regarding the border crossings are available in the IRO publication *Texas-Mexico International Bridges and Border Crossings: Existing and Proposed*, available at: [http://www.txdot.gov/txdot\\_library/publications/international\\_relations.htm](http://www.txdot.gov/txdot_library/publications/international_relations.htm)

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<sup>1</sup> <http://www.texaswideopenforbusiness.com/assets/documents/Texas-Economic-Overview.pdf>

<sup>2</sup> <http://tse.export.gov/TSE/TSEhome.aspx>

<sup>3</sup> [http://webcache.googleusercontent.com/search?q=cache:aeN3gPAMMMAJ:www.trade.gov/mas/ian/statereports/states/tg\\_ian\\_002755.asp+how+many+jobs+in+Texas+are+linked+to+exports%3F&cd=4&hl=en&ct=clnk&gl=us&source=www.google.com](http://webcache.googleusercontent.com/search?q=cache:aeN3gPAMMMAJ:www.trade.gov/mas/ian/statereports/states/tg_ian_002755.asp+how+many+jobs+in+Texas+are+linked+to+exports%3F&cd=4&hl=en&ct=clnk&gl=us&source=www.google.com)

<sup>4</sup> [http://webcache.googleusercontent.com/search?q=cache:Cda7\\_leWPmYJ:governor.state.tx.us/ecodev/business\\_resources/international\\_business\\_and\\_recruitment/+What+state+in+the+U.S.+leads+in+foreign+direct+investment%3F&cd=3&hl=en&ct=clnk&gl=us&source=www.google.com](http://webcache.googleusercontent.com/search?q=cache:Cda7_leWPmYJ:governor.state.tx.us/ecodev/business_resources/international_business_and_recruitment/+What+state+in+the+U.S.+leads+in+foreign+direct+investment%3F&cd=3&hl=en&ct=clnk&gl=us&source=www.google.com)

<sup>5</sup> <http://www.texaswideopenforbusiness.com/assets/documents/Texas-Economic-Overview.pdf>

<sup>6</sup> <http://www.texaswideopenforbusiness.com/assets/documents/Texas-Economic-Overview.pdf>

<sup>7</sup> Ibid.

<sup>8</sup> Ibid.

<sup>9</sup> Jason Buch, *Despite drug war, trade with Mexico is booming*, May 3, 2011, available at: <http://www.mysanantonio.com/default/article/Despite-drug-war-trade-with-Mexico-is-booming.html> (last accessed on May 17, 2011)

<sup>10</sup> Ibid

<sup>11</sup> <http://nationaljournal.com/truck-based-trade-with-mexico-surges-complicating-political-debate-20110318>

<sup>12</sup> David Hendricks, *Twexas in driver's seat as border trade soars*, June 1, 2011, available at: <http://www.chron.com/dispatch/story.mpl/business/7585224.html> (last accessed on June 1, 2011).

<sup>13</sup> Will Weissert, *US Increasing inspection posts at border bridge*, May 6, 2011, available at: <http://www.star-telegram.com/2011/05/06/3054962/us-increasing-inspection-positions.html> (last accessed on May 17, 2011).

<sup>14</sup> Jason Buch, *Despite drug war, trade with Mexico is booming*, May 3, 2011, available at: <http://www.mysanantonio.com/default/article/Despite-drug-war-trade-with-Mexico-is-booming.html> (last accessed on May 17, 2011)

<sup>15</sup> David Hendricks, *Texas in driver's seat as border trade soars*, May 31, 2011, available at: <http://www.chron.com/dispatch/story.mpl/business/7585224.html> (last accessed on June 2, 2011).

<sup>16</sup> Ibid

<sup>17</sup> Jenalia Moreno, *El Paso economy is rumbling back*, May 7, 2011, available at: <http://www.chron.com/dispatch/story.mpl/business/7554453.html> (last accessed on May 17, 2011).